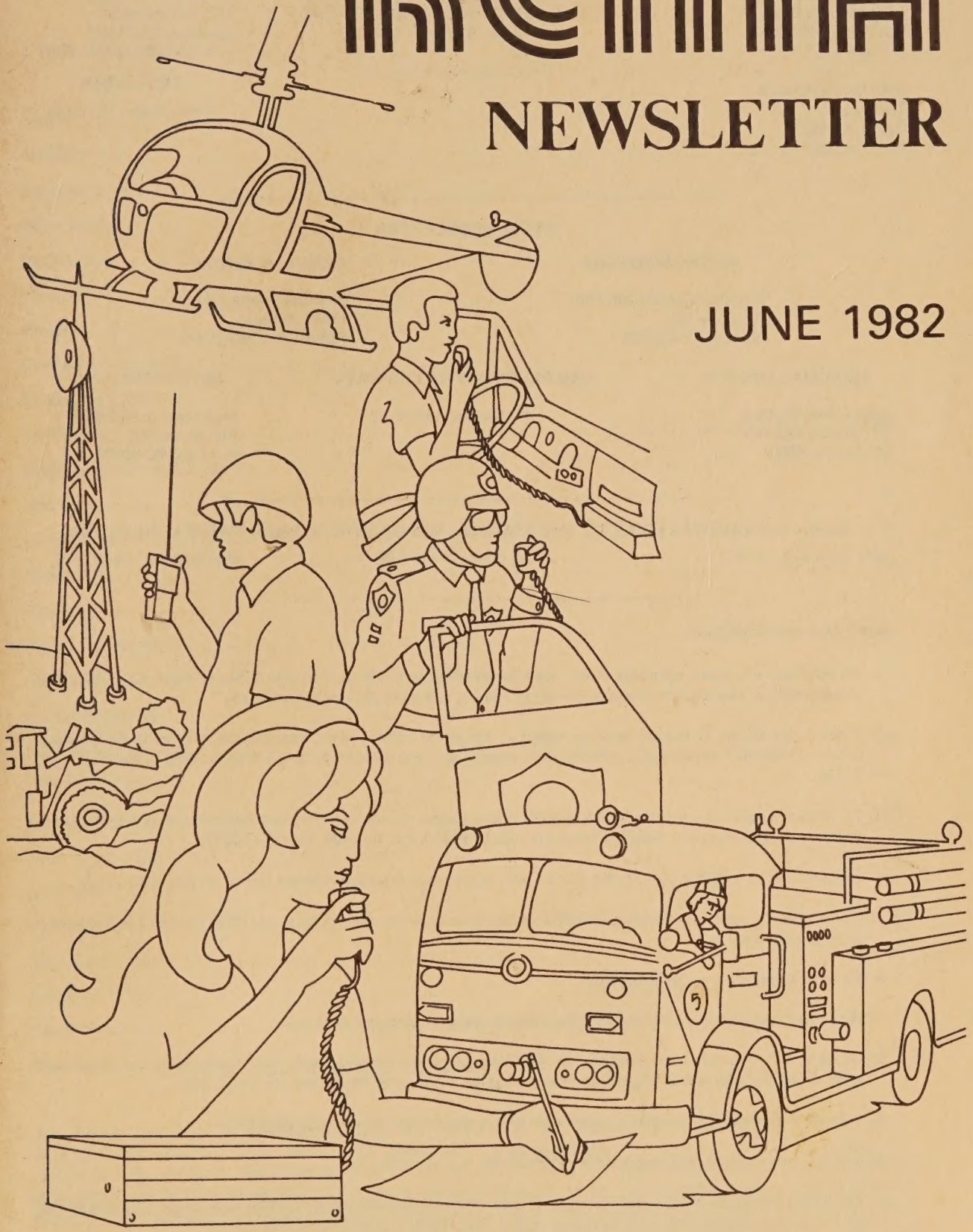
RCMA

NEWSLETTER



JUNE 1982

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OF MONITOR RADIO LISTENERS

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 13602, St. Louis, MO 63138

RCMA NEWSLETTER
Issue 75 June 1982
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The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $15.00 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$17.00; Europe—$18.50, South Pacific and Asia—$20.00. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted© Reproduction of any material in this newsletter is prohibited without prior written consent.

** Calendar **

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

Greater L.A. Area R.C.M.A. David A. Heywood CALA001 Presiding
--Meetings tentatively scheduled each third Friday of the month--

May 21 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

A Fire Service meeting. Bring all your "hot" fire frequencies for sharing with the group. If this meeting is like the one we had for the Police Service, it will be a real barn burner. With all the spring rains the fire service should be active this year. Now is a chance to get ready for active monitoring.

June 18 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

Sharing Session. Every one is to bring something to hand out or share with the other members. In the past these sessions have been compared to a pot luck dinner. Bring a dish and prepare to "dig in". What you have may be just what another member needs. A great time to meet the group.

July 16 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

A look at below 30 MHz. Members are requested to bring their Shortwave radios. The plan is to test different units and to have discussions on techniques of monitoring two-way transmissions way down there. This will be our first look into this particular area. Should be most interesting.

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

June	12	1982	Saturday	1:00 PM
July	31	1982	Saturday	1:00 PM
September	25	1982	Saturday	1:00 PM
November	13	1982	Saturday	1:00 PM

Possible picnic in late August and tours scheduled on short notice.
A SASE on file assures notification of the extras.

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

Calendar continued

R.C.M.A. Dallas-Fort Worth

Contact Mike Pruden TX 072 metro 461 2602
Larry Van Horn TN 017 642 8407
David Coursey TX 107

Regular bi-monthly meetings are scheduled the second Saturday of each odd month Tenative location
Stoneridge Homeowner's Association Clubhouse
500 Grants Parkway, Arlington, Tx (SW of Arkansas and Collins)

July 10, 1982 7:00 PM
Sept 11, 1982 7:00 PM
Nov 14, 1982 7:00 PM

For latest information and newsletter send a stack of SASEs to
Scanning Dallas/FortWorth
1111 N. Carrier Parkway #B-107
Grand Prarie, Tx 75050

Reports of Meetings and Officers

Send reports (informal accounts) of RCMA meetings, gatherings, etc. which have occured to:
John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.

Attention RCMA Members—

The RCMA Board of Directors has accepted with real regret the resignation of Mike Redman as club president. Being president of RCMA, especially the way Mike tackled it, is both time consuming and a terrific responsibility. His other obligations—business and personal—reached the point where Mike couldn't continue to give the club the kind of time and effort he realized a good job required. And, as all of you who have had contact with Mike Redman know, the only kind of job he can do is a good one!

So, Mike has stepped aside, and RCMA's new president is the very capable Larry Smith (MI-001). As such, Larry is the first of all of us to extend the club's sincere appreciation to Mike for all his services to RCMA over the years and to wish him the very best.

IMPORTANT

It is very seldom that an organization has a fixed point in its growth that provides it with an opportunity to refocus on its objectives and to reaffirm what its goals actually are. The accompanying letter to the Radio Communications Monitoring Association was received from the Federal Communications Commission. It has provided RCMA with this opportunity to refocus its objectives. We have responded to the FCC letter and have taken appropriate actions within the structure of the newsletter.

The Board of RCMA in consultation with RCMA Past Presidents, and with RCMA Founders, wish to affirm that the goals of the Radio Communications Monitoring Association are the ones printed each month on the cover of your newsletter. Under our goal of ethical use of monitor receivers, the RCMA has by policy restricted discussion of sensitive Federal frequencies from the newsletter. We have done this since our formation, not because someone told us to, but because we feel that such discussions are not in the national or the public interest and therefore are not applicable to the domain of investigation for a responsible hobby group.

The Radio Communications Monitoring Association is a fraternity of hobbyists who have no commercial sponsorship or commercial interests. We have nothing to distribute but our newsletter, which is written by and for our membership. No one is authorized to use the name of the Radio Communications Monitoring Association in any manner to obtain information and/or equipment that could be used for economic competitive reasons. We are organized to assist the monitor listener and not to sell any commercial product

We are pleased to see that the Federal Communications Commission views the RCMA Newsletter in positive terms. We earnstly hope that we will be able to continue to advance our knowledge of two-way radio systems and operations and that everyone will continue to view the RCMA as a positive group of very responsible monitor radio listeners.

Following is a letter sent to Mike Redman, then-President of RCMA, from Robert L. Cutts, Chief of the Spectrum Management Division, FEDERAL COMMUNICATIONS COMMISSION.

FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554
February 19, 1982

REFER TO: 31220-M

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Mike Redman, President
Radio Communications Monitoring Association
P. O. Box 1177
St. Charles, MO 63301

Dear Mr. Redman:

This concerns the Federal Government and Military columns appearing in your monthly Radio Communications Monitoring Association (RCMA) newsletter. Your attention is first drawn to that portion of your column which appears atop page 33 of the RCMA December 1981 newsletter:

> RCMA is in a difficult position; with ... the International Telecommunications (sic) Union's (s) world wide distribution of US sensitive frequencies like our Border Patrol and FBI, one wonders just where we should draw the line and whom we are protecting.

The editor of your Federal Government and Military column has addressed this issue, at least indirectly, a number of times in recent months [1].

While the Commission authorizes only non-Federal users of the spectrum, the Commission nevertheless serves as the International Telecommunication Union (ITU) notifying administration for non-Federal and also for virtually all Federal government operations notified to the ITU and thence appearing in the ITU-published International Frequency

[1] E.g., December 1979, p. 51; March 1981, p. 53; April 1981, p. 55; May 1981, p. 80; June 1981, p. 25; July 1981, p. 35

List (IFL). Permit me to assure you that no information known to be classified, nor even information in respect to unclassified U.S. Government authorizations not releasable under the Freedom of Information Act (FoIA), has been so notified above 28 MHz. In fact, above 28 MHz in the mobile services by far the most common kind of notice provided by us to the ITU is no more than a typical notice. This procedure is fully in keeping with the treaty obligation set forth in No. 490 of the International Radio Regulations. Such a typical notice need specify only the broadest technical parameters, e.g., frequency, state or states wherein the frequency may be used, a general power level, indications that the assignments so typified are in the mobile service, and the like. Characteristics which might serve to identify certain Federal agencies, or in the converse, to eliminate certain agencies as possible operators of the assignments in question, are not provided by typical notices inasmuch as individual notices of each and every land station and mobile station assignment need not be notified to Geneva. I select this example in that it would appear that something over two-thirds of your newsletter is usually devoted to the mobile services above 28 MHz.

The Commission, as well as the National Telecommunications and Information Administration (NTIA) and, in particular, the Department of Justice, both of whom have been informed of this matter, view any publication of classified information, or information not releasable under the FoIA with great concern. Such information has been adjudged for good cause to be of such a sensitive nature that, were it to become known to those who do not have both a suitable security clearance and a need to know, damage to the United States would result. In this respect your advertising guideline that

> Ads that will not be accepted include frequency lists that reveal "sensitive" or classified frequencies...

is in a positive vein.

The concern cited above was further mobilized on January 19 when this office received the enclosed request from your editor [2]. You may wish to note that the ITU's master frequency list (IFL) is sought. I have today forwarded ordering and availability information to Mr. Grove [3]. The Commission is not unaware of the desire manifest in some quarters to publish sensitive frequencies for what may be economic competitive reasons. In particular, note is taken of Mr. Grove's earlier related publishing efforts [4] although the information published thereby was apparently obtained from NTIA and was therefore both unclassified and releasable under the FoIA. While the referenced document was not published by RCMA per se, it is prudent to bring the foregoing to your attention as the IFL's content could possibly be wrongly cited as an identification basis by anyone not acquainted with its exceedingly limited content in respect to establishing or narrowing the identity of United States Government agencies whose classified or not-FoIA-releasable radio operations may be represented therein. As typical notices may represent an amalgam of publicly releasable and other assignments, and since a very small fraction of all terrestrial assignments, publicly releasable and otherwise, need be notified even via typical notices above 28 MHz, a hypothetical procedure which might call for subtracting from the IFL-supplied information that which appears in a publication such as that referenced in footnote 4 herein

[2] See Attachment A.
[3] See my letter set forth in Attachment B.
[4] FEDERAL FREQUENCY DIRECTORY, 2 - 420 MHz INCLUSIVE, By Robert B. Grove, Published by Grove Enterprises, Inc., Brasstown, N. C. 28902

will not yield a residue comprised of currently active unreleasable assignments.

The Commission generally views your newsletter in positive terms [5] since it is constructively informative and since it at least indirectly advances a broader understanding in the public mind of the complexities of spectrum management, despite there having been the publication of substantive errors on occasion as to how that management is effected [6]. Nevertheless, you should be aware that publication by anyone of information known to be classified is in violation of Federal law; it should be expected that any such matter would be pursued accordingly. You may wish to bring this matter to the attention of your Federal Government and Military column's editor.

Sincerely,

Robert L. Cutts, Chief
Spectrum Management Division

Copy with enclosures to:

IRAC Representative, Department of Justice

Director, Spectrum Plans and Policies,
National Telecommunications and
Information Administration

[5] We note with some concern certain of your "Contact" classified-type ads wherein, for example, individuals specifically solicit information as to sensitive frequencies such as in given geographical areas. The third ad appearing on page 75 of your May 1981 newsletter is a case in point. Such ads may call for action possibly commencing with interviews of the persons responsible for placing such ads.

[6] The second paragraph on page 32 of your December 1981 newsletter states that FCC assignees have some common frequencies throughout the country. While that statement is certainly true for certain Commission licensees, no Commission licensee is assigned any of the 3 frequencies cited in support of that statement.

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

Hi! I'd like to introduce myself. I'm Ginny Slick, your new assistant editor. Part of my job will be to put together the Thought Waves and Your Thoughts columns. Since I haven't begun to receive all the letters and articles and informative tid-bits that I know you're mailing my way, I'm going to use this month's column to tell you about me and what I hope that you will help me to make these two columns.

I am married to a long-suffering man who puts up antennas, hooks up pre-amps and filters, and who has learned to sleep through all-night monitoring. We have three children, none of whom displayed the slightest interest when I announced that I was monitoring the Sadat funeral flight on my shortwave. In fact I have no friends who were even interested! As far as I know there is no one in my immediate area who shares my hobby. This is good for "Section 605-ing it", but not to good for my image, which seems to be that of an eccentric lady with a roof full of hardware. That is why RCMA and the newsletter are so important to me. It is why I volunteered to help our organization. I don't feel quite so flaky when I realize that "our numbers are legion" across the United States.

We live in a rural area in Washington County, Maryland. Our home is on a hill and with a Scanner-Beam antenna I am able to monitor communications from Md.,Pa., Va., W.Va., and D.C. on a Bearcat 101 and a Bearcat 250. I began to listen several years ago on a crystal set. Fire and Police were the only things I heard and when Bearcat introduced the 250, I couldn't believe that anyone could fill up 50 channels with frequencies they'd want to listen to. I no longer scoff. I dont't yearn for Paris gowns. I just want a Pro-2001, a Scan-verter and a CW Reader. Will it never end?

I would like to see these two columns become expressions of your thoughts and interests. To that end I am asking for your letters and any articles or thoughts that you might have to share with your fellow members. Opinions,suggestions, stories of scan buffs helping our agencies and anything else you'd think we'd like to read are needed to make this column reflect the desires of our membership. Please write! If you'd like an answer, send an SASE and I'll try to write back. We need your input! I am looking forward to getting to know you and, I hope, learning from you as we discover new things about this exciting hobby.

I beg your indulgence for this "I-centered" column. I hope that the following ones are written by you! Until next time, I wish you happy hunting.....

Ginny

Ginny

YOUR THOUGHTS

1 West Potomac, Williamsport, MD 21795

RCMA Members—

This isn't a letter to the editor; it's one from the editor. Rather than skip Thought Waves for this issue, I'd like to take this opportunity to urge all of you to do your part in making Assistant Editor Ginny Slick's role an active one in your newsletter. Space is always reserved in this publication for your opinions, comments, etc, and this column is the place for them!

I'd also like to call to your attention the information contained for your convenience on the inside front cover. Mail must be addressed to the proper editors and departments--especially if it's mail concerning a problem. For example, trouble with a subscription should be brought to the attention of the Anaheim Post Office address, RCMA, P.O. 4563, Anaheim, CA 92803.

Ginny Slick will also be the person to write if you are interested in filling an editorial vacancy. Send her your expressions of interest and your qualifications, and enclose a SASE.

We have some more new editors and some "reactivated" columns this month. Hope you enjoy the June issue.

Carol E. Ruth
RCMA Managing Editor

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS
NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

ANARC 1982 CONVENTION JULY 23,24,25 MONTREAL, CANADA

Meeting to be held in the vast studio complex of Maison de Radio Canada. Convention hotel is the Holliday Inn at the Place Du Puis.

Registration information will follow soon in this article or you may Send a Self Addressed Stamped Envelope (SASE) to

Jeff White ANARC
409 Laconia Lane
Schaumburg, Il 60193

The ANARC feed to this writer is late in arriving (again), hence I shall fill in with a couple of items to those monitor listeners who may want to branch out into other areas.

Below 30 MHz -- The International DXers Club of San Diego
1826 Cypress St, San Diego, CA 92194

Has "The 1981 Shortwave Hobby Equipment Review" with supplements for 1982. This review covers about all the equipment that is used in the shortwave area. The quality of the reproduction is sometimes marginal, but with a little decoding it is readable and it is more real than most press releases. For the prices etc send a SASE to the President Larry Brookwell.

Into Amateur Ranks--

For those members who have not had the opportunity to attend the classes presented by Gordon West you may want to consider the new tape recorder classes he is now creating. For information send a SASE to

West Coast Amateur Radio School
2414 College Drive
Costa Mesa, CA 92626

Gordon West, a long time RCMA member, has gotten most of the LA Area group through the hurdle of the morse code and the amateur rules and regulations. His tape courses should be very good.

Beginners Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that most everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to:
David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. What is the best outdoor antenna for aircraft reception?

A. Receiving aircraft signals is not a problem, since the signal path from airplane to your antenna is usually unobstructed. Also at higher altitudes, aircraft can be picked up at a greater distance. The problems come with the low-powered ground station transmissions which can reach your antenna attenuated as much as those from VHF-FM mobile units. Tom Kneitel (Air Scan 1st ed. 1979) suggests a gain-type 2-meter amateur antenna such as the Cushcraft Ringo Ranger for optimum reception. You should get adequate reception, however, with an ordinary (non-gain) ground plane antenna designed for the VHF-FM band, which means that you don't need a second antenna if you already have a ground plane for a scanner that receives both aircraft AM and VHF-FM signals. If you wish to optimize a ground plane for aircraft, Kneitel suggests cutting the vertical element to 24 3/4 in. and the drooping radials to 23 ½ in. Don't get your hacksaw out quite yet, as readers may have better ideas. Note: If you decide to cut, make sure that the antenna you start with is intended for the VHF-FM high band only.

BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc. – essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906
If you need a reception report form, please enclose a SASE with your request.

Best HF Intercept of 1981?

Remember the Soviet sub that ran aground on the coast of Sweden? Well, an anonymous ham radio operator in Karlskrona, Sweden, apparently found a channel that the sub used to communicate with its home base in Kiningrad, and he managed to tape-record the conversation in which the sub captain ordered himself not to let Swedish authorities inspect the weapons it was carrying! His recording was made available to a Swedish magazine, 7 Dagar, which published important excerpts on Nov 13. The story was picked up the same day by Svenska Dagbladet, a Stockholm daily newspaper, which ran the excerpts, too. A translation of the latter's story appeared in the Joint Publications Research Service's Western Europe Report #1862. Here are parts of it:

A few hours before Prime Minister Thorbjorn Falldin's revelation that the submarine was probably equipped with nuclear warheads, there was intense radio traffic to and from the submarine on the short wave frequency of 3198 kHz. The submarine, which was then lying in Gassefjardon, consulted with and received information from its bosses, who, according to Soviet diplomats Boris Grigoriyev and Yuriy Prosvirnin, were the 'Soviet high command'...

Prime Minister Thorbjorn Falldin held his press conference at 1630 hours, Thursday, 5 November. At 1300 hours on the same day the following conversation took place. During the conversation Commodore Karl Andersson was on board the submarine waiting to be allowed into the torpedo chambers:

'Facade 14Ø calling Verner 2Ø4.' (Facade 14Ø was the submarine's internal radio call sign. Verner 2Ø4 was the other radio voice, probably home base in Kaliningrad.) 'Commodore Andersson and an interpreter have come aboard. He said that before the submarine can be handed back a Swedish commission...'

'What sort of commission?'

'...A technical--a technical--commission must come aboard.'

'What? What does it involve? What sort of people are they?'

'Technicians.'

'Understood, how are things going with Andersson's decision?'

(The voice from the submarine sharpens its tone, is raised and says affectedly:) 'Call someone who knows what I am talking about to the microphone!'

'Wait.' (Verner 2Ø4 replies after a while:) 'Get in contact with the naval attache /Yuriy Prosvirnin, who was then in Karlskrona/ and ask him what the conditions are for the release of the submarine. After all, it has already been decided that it will be released. What has changed now? Speak to the naval attache so that things can be sorted out at that level.'

'Understood. My personal view is that since their divers have already examined the hull without finding any damage, then there is no point in new examination... But as far as the torpedoes are concerned, we guarantee that everything is normal. We cannot allow the Swedes to inspect on board.'

'Understood. Get in contact with the naval attache immediately and tell him this, so he can inform the embassy, they can sort the affair out. Perhaps the ambassador does not know about it. I will pass on the information on this side.'

The radio traffic then continued with reciprocal call signs, but no text. However, pulsing, clicking sounds like heartbeats were heard. Some form of coded

traffic was being transmitted. The pulses stop...

After a while the submarine responds: 'I have informed the naval attache that I have not been given my superiors' permission to allow such an inspection. The naval attache asked to be informed about this permission.'

Verner 2Ø4 goes on: 'You have permission to allow the Swedes to look at those parts of the hull which were underwater, when you were aground; and also the hull near the fuel tanks. It is desirable that Swedish and Soviet divers do this together. As far as the torpedoes are concerned, there is no need to look at them. According to your report you have already done this and everything is normal, nothing has happened. By the way, have you also checked the technical systems?'

'We have checked today. There is absolutely nothing wrong with any of the systems in the submarine.'

At 1542 hours a series of four- and five-letter signal groups were transmitted. There was no inspection of the nuclear torpedoes from inside the submarine. However, Swedish navy experts were able to establish that the submarine was probably armed with nuclear warheads.

At 1627 hours, Verner 2Ø4 called: 'What is the position?'

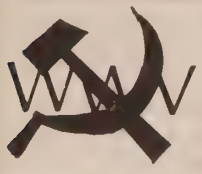
'We have two tugs alongside, but they have not yet connected any tow-ropes. To port, in the direction we will take, there are four minesweepers...'

Twelve minutes later the Swedish tugs attached ropes to the submarine and it left the restricted military area on its way to Kaliningrad.

.....

And Speaking of Russia...

...Radio Netherlands' excellent weekly program, "Media Network", reported on 26 March that Radio Moscow broadcasts have been interfering with "US time-signal broadcasts used by ships and planes to assist navigation, according to the US Federal Communications Commission. Spokesmen for two federal agencies disagreed on whether the jamming was intentional. But an FCC spokesman in Washington said if it continues, the FCC will file a complaint with the government of the Soviet Union. English language broadcasts by Radio Moscow were being transmitted this past Monday and Tuesday /22 & 23 March/ on the frequency of 10 MHz, used by the US National Bureau of Standards to broadcast time-signals. The interference, reported by amateur radio operators to the Associated Press, was confirmed by an FCC monitoring station in Ft. Lauderdale, Florida. In Washington, FCC spokesman King Hall said such blocking of a channel reserved for WWV broadcasts was 'highly unusual'. He said similar interference from Radio Moscow occurred several months ago. It was a sporadic thing, and 'we never resolved why it was happening', he said. 'I don't think it was intentional.' ...What's curious, though, is that the USSR operates two time-signal stations itself on 10 MHz, one in Tashkent and the other in Novosybirsk." I tuned to 10 MHz right after "Media Network" was over and found WWV in the clear.



.....

Space Shuttle

Just prior to the 22 March takeoff, Glenn Hauser reported (in his DX News for RCI's "Shortwave Listeners' Digest") that ham station W5RRR at the Johnson Space Center "planned to relay transmissions from Columbia, in addition to its regular ham contacts, on approximate SSB fqs of 3940, 7265, 14280, 21365 and 28600 kHz. Dave Alpert forwards a press report that listeners in the Houston area can also hear the Space Shuttle relayed on 171.15 MHz."

As usual, I missed the launch itself, and tuning thru the HF relay fqs, I heard: 2 hams playing chess on 7265 (stalemate achieved ca. 1910Z, 25 March); a large group of nuns and priests, scattered all over the eastern US, checking in to something they IDed as the "Mickey Mouse Net" on 14280 (1900-1930Z, 25 March); layers of idle chit-chat covering 21365; and KB4DS, a high-powered ham operating on a mountain in Puerto Rico, on 28596 (2000Z, 25 March). So much for W5RRR. Anyone else have better luck?

.....

More on WARC-79

The report from Ian (see last issue) rekindled my interest in WARC, and a few afternoons in the library turned up some further sources of information. The IEEE Transactions on Electromagnetic Compatibility, August 1981 (Vol. EMC-23, No.

3) is entirely devoted to the results of WARC, emphasis on technical matters. Of special interest to HFans is Harry A Feigleson's article, "Provisions for High Frequency Future Use" (pp. 236-240). Some of his observations: interest in the future of the HF band was very high, as evidenced by the fact that about 3,000 proposals were submitted to the HF Working Group regarding 4.0-27.0 MHz; "almost no proposals were made to the Conference to increase the existing fixed-service bands" because of a widespread desire to see increases for broadcasting and maritime mobile instead; "the Conference adopted allocation provisions that reduced the exclusive fixed-service bands by two-thirds... Shared use of fixed bands by the mobile service was greatly increased... Shared use of the same spectrum by the mobile and fixed services was stated as a military requirement. Continued needs of the fixed service were strongly supported by the military departments... Demands by the world shipping fleets for additional radiotelephone use have far outstripped available spectrum... To remedy these deficiencies, the US maritime users proposed 25-30% increases for maritime-mobile service allocations... US proposals were generally representative of the final decisions of the WARC."

There was some conflict between the over- and underdeveloped countries, not only because of differing patterns of and priorities in spectrum use, but because of an accumulation of obsolete channel-claims still carried in the Master International Frequency Register. "Before the implementation of the new allocations can take place, spectrum must be made available to reaccommodate those fixed-service assignments in the newly reallocated bands requiring continued fixed operation... The reaccommodation program adopted by WARC-79 has three steps. First, early (by 1981) actions would be taken by each country to delete all fixed-service listings in the ITU Master Register which were no longer required. Second, those remaining valid station listings in the fixed-service bands reallocated by WARC-79 to another radio service will be identified to the International Frequency Registration Board (IFRB). Each of these listings will be assigned (by the listed country) to one of three categories: operational, standby/emergency, or intermittent use. Finally, the IFRB will develop a new replacement assignment for each fixed-service listing designated for operational use. This procedure met the stated needs of the /less-developed countries/ to gain an equal access to the HF fixed bands with that of the industrial nations, which had the advantage of early telecommunication systems and early registration with the ITU..."

"The maritime-mobile service was allocated about 900 kHz of new spectrum. Of all the radio services, it does the most detailed planning within the Radio Regulations. Its bands, all exclusive in the past, are distinguished by specialized functions and emission techniques. These include radiotelephony (both simplex and duplex), narrow-band direct printing telegraphy, manual Morse telegraphy divided into several categories, oceanographic-data channels, and digital selective calling, as well as special calling channels in other functional sub-bands... WARCs for the mobile services (mobile includes maritime, aeronautical, and land mobile) are scheduled for March, 1982 and again in 1986. The agenda for the 1982 Conference is heavily oriented toward safety and distress provisions of the Radio Regulations. Except for the two shared bands noted before at 4 and 8 MHz, no opportunity exists in 1982 to do the detailed planning necessary for this service to utilize the new allocations efficiently on a worldwide basis. It must be done at the 1986 WARC."

This chart (based on 2 similar ones in Feigleson's article) summarizes the HF allocations before and after the decisions of WARC-79:

	B E F O R E				A F T E R			
Service	exclusive	shared	Total		exclusive	shared	Total	
	kHz	kHz	kHz	%	kHz	kHz	kHz	%
Fixed	10,157	4,348	14,505	61.7	3,704	8,191	11,895	50.7
Maritime Mobile	3,850	2,202	6,052	25.8	4,650	158	4,808	20.5
Land Mobile	0	4,177	4,177	17.7	0	2,120	2,120	9.0
Broadcasting	2,350	300	2,650	11.3	2,930	250	3,180	12.6
Aero Fixed/Mobile	1,795	50	1,845	7.8	1,815	80	1,895	8.0
Amateur	900	0	900	3.8	1,300	50	1,350	5.7
Others	116	0	116	.5	200	66	266	1.0

But because of the difficulty of reassigning fqs, the new allocations are being phased in very, very slowly. (I don't know what Feigleson meant when he referred to the maritime-mobile bands as "all exclusive in the past"; he's contradicted by his own figures.)

Other important official US gov't documents relating to WARC-79: Report of the United States Delegation to the World Administrative Radio Conference of the International Telecommunication Union, Geneva, Switzerland, Sept. 24 to Dec. 6, 1979, TD Serial No. 116, Department of State, Office of International Communications Policy, 1980; this is not a Depository document, nor is it sold by GPO, so I haven't seen it and I don't know how it can be obtained, though it surely is available somewhere, somehow. Message from the President of the United States: Radio Regulations, Geneva, 1979, and Final Protocol, Treaty Document 97-21 (November 24, 1981), is the complete statement of WARC's decisions, as submitted for ratification by Congress, along with the State Dept's report on reservations lodged by the US against certain regulations adopted by the ITU majority (including one regarding HF maritime-mobile); 929 pp.; there's no stock no. so it apparently isn't for sale by GPO (yet), but it can be found in Gov't Document Depositories shelved as Y1.1/4:97-21, or as Microfiche Item 996-A/996-B. Finally, Radio Frequency Use and Management: Impacts from WARC-79, Office of Technological Assessment, publication OTA-CIT-163, GPO stock no. 052-003-00863-7 ($6.50), shelved in Depositories as Y3.T22/2:2R11. To quote the authors' own summary: "A review of the WARC-79 conference and the major decisions taken are addressed in terms of possible consequences for the US. The present and future roles of ITU are considered with a range of alternative approaches for future US participation in ITU. The study discusses alternative strategies for dealing with current and future issues that will be raised at several important conferences within the next few years." Written in flacid bureaucratese, this is nontheless a very interesting book, because of the subjects covered. The government is making glacial progress toward conceptualizing the issues; we're still a long way from optimal solutions to the political and technical dilemmas of spectrum use. Organization of the planet's radio metabolism is so exciting to think about that any official thinking is worth our notice, and this 171-pp. overview is, for better or worse, for now, the state of the art.

Michael Yanul (IL-014) sends the current issue of the AMVER Bulletin, published by the USCG, and mentioned here in the April issue of the Newsletter. Subscriptions are free on request from the Commander, Atlantic Area (As), US Coast Guard, Governors Island, New York, NY 10004. Each quarterly issue contains an up-to-date Communications Chart for both Atlantic and Pacific Oceans, seasonal propagation charts, "News Briefs from the AMVER Fleet" (rescues), and newsfeatures (in the spring 82 issue, profile of NMN, Portsmouth). This issue mentions that "The US Navy anticipates discontinuing the watch on 500 kHz on all Navy ships later this year. A listening watch on 2182 kHz (voice) was established in May 1981. The 2182 kHz watch replaces a guard on 8364 kHz and will permit emergency calls between merchant ships and US Navy vessels."

It Pays to Read All the Way to the End

because otherwise you wouldn't know that Brad Leonard (MO--004) recently wrote to say: "I have become the proud owner of a nearly new Kenwood R-1000 and with the help of previous columns have heard some interesting channels, especially DOE nuclear transporters talking with their station at Kirkland AFB in Albuquerque, New Mexico. These type channels are of great interest since Tri State Motor Transport of Joplin, MO, a large contractor for the DOE, regularly runs convoys on Interstate 70, near my home... Their single government license plate and "luggage-rack" SW antennas are giveaways to those who know what to look for. Tri State is not licensed for any channels in the VHF or UHF range, so I assume they operate solely on government equipment. If so, they are equipped for 6 channels. Three are, of course, 11555, 7700 and 5751 kHz. Any word on what the other three might be?

"The other area of interest is drug smugglers. As I write, 'BBK' and '450' are talking to 'Alpha 9' about some of his fellows. These boys get pretty ignorant (even worse than the archetypal CB cretins) when talking about AWACS flights putting a crimp in their trade. I'd really appreciate it if somebody on the East Coast could put me in contact with a few confirmed fqs and details other than those that appeared in Groves' (ex-)free adsheet-newsletter. I'd be interested in exchanging tapes and systems information, in case you get any letters from people with similar interests." I'll pass anything on to you that comes in, Brad. We all thank you for your work as the Newsletter's new Advertising Manager.

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Larry Smith, 1223 Vinsetta Blvd., Royal Oak, MI 48067.

WELCOME TO ANOTHER "BUSINESS, ETC." COLUMN AND MY THANKS ARE DUE TO THOSE THAT HAVE SENT IN INFORMATION FOR THE COLUMN. THE APRIL NEWSLETTER LETS THE MEMBERSHIP KNOW I AM THE NEW BUSINESS EDITOR BUT THANKS GO OUT TO THE MEMBERS I CORRESPOND WITH ON A REGULAR BASIS, LETTING OTHERS KNOW OF THE CHANGE.

I HAVE HEARD FROM A FEW NEW MEMBERS AS WELL AS NEW PEOPLE GETTING INTO THE HOBBY OF SCANNERS AND MANY DON'T FEEL LIKE SENDING IN MATERIAL BECAUSE THEY FEEL THEY ARE NOT KNOWLEDGABLE ENOUGH. WE ALL "LEARN BY DOING" NO MATTER WHAT YOU SEND IN WILL BE PRINTED IF IT PERTAINS TO THE BUSINESS COLUMN. OTHER MATERIAL WILL BE SENT ON TO THE EDITORS IT PERTAINS TO.

OUR FIRST CONTRIBUTION FOR THE MONTH IS FROM CHUCK [IL-141] WHO HAS SOME WATER AND SEWER DEPT. LISTINGS HE FIND OF INTEREST.:

153.525	REND LAKE WATER DISTRICT [NO CALL LETTERS GIVEN]
151.830	LAKE OF EGYPT WATER AND SEWER DISTRICT [NO CALL LETTERS GIVEN]
154.4785	LAKE OF EGYPT WATER AND SEWER DISTRICT REMOTE AUTOMATIC METERING DEVICES, [SIGNALS I WOULD THINK]. CHUCK STATES, "THEY USE ASCI DIGITAL CODES. THERE ARE 10 WATTS OPERATING WITH MORE ON THE WAY. I'M GLAD I DON'T LIVE NEXT TO ONE OF THESE NOISE MAKERS!!"

THANKS FOR THIS LIST CHUCK AND HOPE TO GET MORE INFO ON THIS IN LATER CORRESPONDENCE FROM YOU. WATER AND SEWER SEEMS LIKE A DIRTY TYPE OF JOB, BUT SOMEONE HAS TO DO IT, RIGHT?

THE LAST LIST THIS MONTH COMES FROM A NEW MEMBER OF R.C.M.A. AND WELCOME HIS HELP THIS MONTH, JOHN [CA-OR-235].

461.900	IRVINE COMPANY SECURITY [ORANGE COUNTY]
461.825	IRVINE COMPANY SECURITY [ORANGE COUNTY] CH. 2
43.100	ALEX ROBERTSON CONSTRUCTION [HAWAIIAN GARDENS, CA]
464.750	IRISH CONSTRUCTION COMPANY [ROSEMEAD, CA] KHG-61
464.175	IRISH CONSTRUCTION COMPANY [L.A. COUNTY, CA] WQR-852
47.560	MACCO CONSTRUCTION [PARAMOUNT, VENTURA & COLTON, CA] KMJ-605
* 43.160	HOOD CORP. [WHITTIER, CA] KJS-86
* 463.425	ALL AMERICAN ASPHALT CO. [ORANGE & CORONA, CA]

*Ed. Note: THE CALL LETTERS OF KJS-86 SHOW UP ON F.C.C. MICROFICHE AS ON 959.300 ONLY. ALL AMERICAN ASPHALT CO. IS ALSO ON 468.425 OUT OF SANTA ANA, CA USING THE CALL LETTERS OF KSK-671 & WDJ-90. OTHER MEMBERS THAT HAVE SENT IN MATERIAL WILL APPEAR IN THE MONTHS TO COME AND I DO THANK ALL WHO HAVE ALREADY CONTRIBUTED. SEE YOU NEXT MONTH.

-- LARRY [MI-001]

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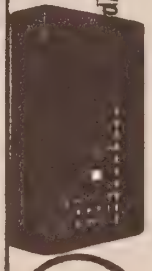

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: ACCESORIES : ELECTRONICS

: SHORTWAVE RECEIVERS

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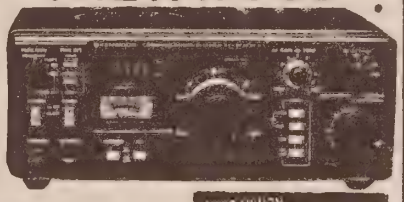
: YAESU : KENWOOD



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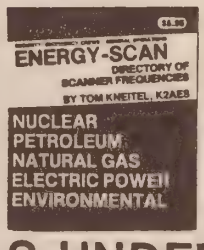

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CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:
Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Welcome all to this months Canada column. You will probably notice the new ribbon. The old black one was starting to type out white letters (i.e. absolutely no ink). Fortunately there is an all-night 7-11 store just down the street. By a stroke of luck they had a ribbon that I could jury-rig. If you haven't guessed by now, I am typing this at 1:00 am on a Friday night. Now on a Friday night at this time, some people are still out on the town, living it up. Those that are not on the town are sleeping. I, on the other hand, am that oddball case,....

I think in every column I have typed for the last while, I have apologized for the long delays in answering letters. Please understand, I have not forgotten, and I do intend to answer the letters. But be advised that I am up to my eyeballs in work. The fact that I am writing this column at all is an accomplishment. You probably remember the month that I did not get a proper column in. But anyway, the point is that finals are at the end of April, then I have a four month break. During this time I will be working in a restaurant, but my evenings will be free for activities of my own choice. Enough of that.

As of this point in time, the Space Shuttle Columbia is scheduled for lift-off on March 22. I know I am going to be listening in on the HF radio net. I just purchased a DX-302. So far it is performing well. I know this isn't the place for HF news, but I thought you might be interested.

Not too many contributions this month. This is partly my fault, but I won't go into that again. The list below is from a member who wished to remain anonymous.

Hamilton Police Dept.	East End to South Road	142.845
	Hamilton Mountain	142.485
	Hamilton Central (maybe Dundas)	142.635
	Channel 4 (Secondary use)	143.085
	Inter-Police (rarely used)	142.770
	Simplex	139.800
Hamilton Fire Dept.	Hamilton City	154.830
	Hamilton Region (Stoney Creek, Mt. Hope, Binbrook, etc.)	154.250
	Ontario Fire Marshall	154.070

Thank you Mr or Mrs X. Now I have some information from the Calgary area. The Calgary City Police have added a new radio channel for patrol dispatch and general operations. The new frequency is Channel 9, 463.075/468.0875in. The repeater sites used are at Forest Lawn and the International Airport. Below is the current channel use for the Calgary Police Service:

Ch. 1	462.000/467.0125in	Dispatch Districts 2,3
2	462.275/467.2875in	Dispatch Districts 1,4
3	462.575/467.5875in	Dispatch District 6
4	462.975/467.9875in	Dispatch Districts 2,3
5	462.125/467.1375in	CPIC/NCIC Districts 2,3

6 462.375/467.3875in CPIC/NCIC Districts 1,4,6
7 462.650/467.6675in Dispatch Districts 1,4
8 462.875/467.8875in Detectives
9 463.075/468.0875in Dispatch Districts 2,3

The police dispatchers have the ability to cross-patch any number of channels together. For dispatch of calls, this cross-patch allows cars to switch to the channel offering best reception.

The Calgary Fire Dept. has also changed the use of their radio channels. Below is a current list.

Zone 1 413.7125/418.7125 North Haven site-Ambulance Disp.
Zone 2 413.3375/418.3375 Forest Lawn site-Fire Dispatch
Zone 3 413.6625/418.6625 Fire Hall 19 -Ambulance Disp.
Zone 4 413.7875/418.7875 Shaganappi site -Fire Dispatch
Tac 5 413.1375/413.1375 Simplex-Ambulances Zone 1
Tac 6 413.4375/413.4375 Simplex-Fire units Zone 2
Tac 7 413.5625/413.5625 Simplex-Ambulances Zone 3
Tac 8 413.8625/413.8625 Simplex-Fire units Zone 4

I should add that the channels 5-8 are only used for communication between mobile radios and handheld portables. The dispatchers at Rotary Park do not have access to channels 5-8.

To finish off the column, I am printing parts of lists sent in by two members. The list of codes marked "Province Wide Police 10 Codes" is for the province of B.C. and was sent in by Myron (CAN-057). The list of DND aeronautical frequencies was sent in by Guy (CAN-031). Thank you both very much. I will be printing the remainder of their lists in subsequent issues.

With that I will say so long, best wishes, good listening, aurevoir, and see you next month.

CFB WINNIPEG,MAN (also WINNIPEG INTL A/P)

RADIO (FSS):	126.7 122.2 115.5tx only
	121.5 243.0 122.4tx only & Wx
(radar) ARR:	119.5 356.6
TWR:	118.3 236.6 125.4
	325.9 121.5 243.0
GND:	121.9 275.8
(radar) DEP:	119.9 363.8
CLNC DEL:	121.3 283.5
VFR ADVSY SVC:TML	121.0 341.3
A/G: Base Ops	131.4 308.8
INTL AIR CARRIER:	126.9
ATIS:	114.8 120.2 291.4
PMSV (Wx):	308.8
VOT:	114.8
VORTAC:	115.5
ILS:	109.5 109.9 110.3
RADAR:	119.0 283.7

CFB OTTAWA (ROCKLIFFE SITE)

A/G:	123.5 (Rockliffe Flying Club)

NATIONAL DEFENCE MEDICAL CENTRE, OTTAWA, ONT

RADIO (FSS):	126.7 262.7
TWR:	118.3 236.6
A/G: OTTAWA B Ops	131.35 308.7

CFB PETAWAWA, ONT
TWR: 126.4 126.2 250.1
45.8 121.5 243.0
RADIO: 427 Sqn Ops 42.4
UNICOM: 122.8
PMSV (Wx): 297.4

CFB PORTAGE, MAN
(radar) TML: 121.2 358.4 121.5
243.0
TWR: 119.2 126.2 236.6
387.7 121.5 243.0
GND: 121.7 275.8
VDF: All frequencies listed for Portage
RADAR: 118.7 127.2 127.4
128.3 134.1 283.9
289.4 367.8 121.5
243.0

CFB SHEARWATER, NS
(radar) ARR/DEP: 119.2 225.2
TWR: 126.2 340.2 360.2
121.5 243.0
GND:& HELI CLNC DEL 121.7 250.1
A/G: Base Ops 308.8
PMSV (Wx): 344.6
RADAR: 119.0 134.1 289.4
346.6 121.5 243.0

CFB SHILO, MAN
RADIO(FSS): 49.9 (Ops & Range Control)
241.8 (Gnd & ARR/DEP)
TWR: 49.9 241.8

CFB SUFFIELD, ALTA
A/G: 126.2 271.8

CFB SUMMERSIDE, PEI
ARR/DEP: 119.3 384.8
TWR: 120.2 126.2 236.6
294.7 325.9 121.5
243.0
PMSV (Wx): 344.6
A/G: Base Ops 308.6
RADAR: 119.0 134.1 283.7
289.4 121.5 243.0

CFB TORONTO (DOWNSVIEW), ONT
TWR: 125.65 126.2 295.6
236.6 121.5 243.0

CFB VALCARTIER, PQ
TWR: 45.8 126.2 307.6
121.5 243.0
A/G: 430 Sqn Ops 43.0

PROVINCE WIDE POLICE 10 CODE

10-1 SIGNAL WEAK
10-2 SIGNAL GOOD
10-3 STOP TRANSMITTING
10-4 AFFIRMATIVE
10-6 BUSY
10-7 OUT OF SERVICE
10-8 IN SERVICE
10-9 REPEAT
10-10 NEGATIVE
10-12 STAND BY-STOP
10-13 EXESTING CONDITIONS
10-14 MESSAGE/CONDITIONS
10-15 MESSAGE DELIVERED
10-16 REPLY TO MESSAGE
10-17 ENROUTE
10-18 URGENT
10-19 IN CONTACT
10-20 LOCATION
10-21 CALL BY PHONE
10-22 DISREGARD
10-23 ARRIVED AT SCENE
10-24 ASSIGNMENT COMPLETED
10-27 LICENCE/PERMIT INFORMATION
10-28 OWNERSHIP INFORMATION
10-29 RECORDS CHECK/ CNI-CSR-CPIC
10-30 DANGER/CAUTION CODE FOLLOWED BY V-VIOLENCE, M-MENTAL E-ESCAPE, S-SUICIDAL
10-31 PICK UP
10-32 __UNITS NEEDED SPECIFY
10-33 EMERGENCY-HELP ME QUICK
10-34 TIME
10-35 RESERVED
10-36 RESERVED
10-37 RESERVED
10-38 RESERVED
10-39 RESERVED
10-40 POSSIBLE HIT ON PERSON
10-41 POSSIBLE HIT CONFIRMED
10-42 IN OBSERVATION CATEGORY
10-43 IN PAROLE CATEGORY
10-44 IN CHARGED CATEGORY
10-45 IN ELOPEE CATEGORY
10-46 PROHIBITED CATEGORY WITH, F-FIREARM,L-LIQUOR, D-DRIVING.
10-61 COFFEE BREAK
10-62 MEAL BREAK
10-65 ESCORTING PRISONER
10-66 TRANSPORT PRISONER
10-67 UNAUTHORIZED LISTENER
10-68 BREATHALYZER REQUIRED
10-69 CHECKING PERSON/VEHICLE
10-72 ALARM
10-75 CHANGE FREQUENCIES

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to:

John W. Darr, P.O. Box 1652, Cheyenne, WY 82001.

Note to Members: Please don't ask me to place an ad in this column that either (a) solicits or (b) offers information regarding classified, sensitive, or other than open and readily available information, frequencies in particular. This column (or this editor, if you prefer) will not knowingly be a party to any such type transaction. If the ad you request contains, or hints of, such information (in my personal judgment), I will alter the ad in accordance with the policy stated herein, or will refuse to enter the ad altogether. I don't mean to sound tough, but I refuse to draw criticism to myself in your behalf. --Ed.

FREQS WANTED: Looking for frequencies in the 30-50, 144-174, and 430-512 MHz ranges, together with codes and maps, for the northwest Indiana area. Interested in businesses such as United States Steel, N.I.P.S.Co, Gary/Hobart Water Co, Gary public transportation, police, and fire. Will buy or trade. (3-4-82)

MARTIN J MATHIS (IN-Ø61), 5726 Old Porter Rd, Lot 21, Portage, IN 46368

CONTACT WANTED: Glendale, AZ, member wants contact with members in the Phoenix-Glendale area to obtain frequencies and info on the local area. Will pay postage and duplication costs, and can provide frequencies for Ridgecrest-Bishop, CA, areas. (3-7-82)

STEPHEN GRIFFIN (CAKE-ØØ8), 6619 W Montebello #6, Glendale, AZ 85301 // (602) 937-0191 5-10 pm MST

ATTN: CALIFORNIA/NEVADA MEMBERS Minnesota member leaving May 27th for a 2-week vacation. Would appreciate any frequency info you can share for your area -- especially for Los Angeles, San Francisco, San Diego, and Las Vegas area. Will pay for copies/postage. ALSO -- would like to correspond with fellow law enforcement dispatchers and possibly arrange a tour of your comm center. (3-7-82)

CHUCK STEIER (MN-ØØ8), 5024 Logan Ave S, Minneapolis, MN 55419

D.C. FEDERAL FREQ's WANTED: Washington, D.C., area member wishes to exchange D.C. government and military frequency lists with other D.C., MD or VA-area members. (3-27-82)

GREG DANES (VA-Ø56), 6621 Wakefield Dr, Alexandria, VA 22307

CQ SASKATCHEWAN! Here's a brand-new and enthusiastic member who would like to communicate with other members in Saskatchewan by tape, letter, or phone. He's mainly interested in frequencies in the 144-174 spectrum, and in all aspects of VHF radio. (4-1-82)

DELBERT SMITH (???-CANA), Box 2360, Tisdale, Saskatchewan, Canada S0E-1T0 // (306) 873-3202

EMERGENCY NOTIFICATION ASSOCIATION OF METROPOLITAN NEW YORK (ENANY)

Announcing the formation of ENANY, a non-profit organization dedicated to the hobby of "serious scanning".

ENANY is perhaps the most elite and dedicated group of scanner owner/operators in the country today. The primary goal of ENANY is quite simple: to make certain that its members are aware of all significant law enforcement, fire fighting and emergency medical service operations in the New York City metropolitan area as they occur.

Utilizing scanning communications monitors, ENANY members monitor the 2-way radio communications activities of various governmental agencies, of their choosing, within a 50 mile radius of mid-Manhattan. As significant emergency operations occur, ENANY members utilize UHF 2-way radio communications equipment (via wide coverage area repeater) to notify other members of these activities. All members, therefore, are afforded the opportunity to now utilize their scanners to find out about "the action" as it happens – not by reading about it in the next morning's newspapers. Another benifit of ENANY membership is that it minimizes the need for individual members to have multiple scanners as informal agreements between members exist as to "who listens to what".

Individual ENANY members are responsible for the procurement and maintenance of all 2-way radio communications equipment, and scanning monitors, utilized in their homes, work locations, motor vehicles (as permitted by law), or on foot. UHF Community Repeater Service is provided to the Association at a nominal charge by a local 2-way radio sales and service concern.

Membership in ENANY is open to all scanner owner/operators who are within "earshot" of the Association's repeater. There are currently no membership dues in ENANY, however, contributions from members and non-members alike are absolutely necessary in order to keep the UHF 2-way repeater "on the air".

Additional information about ENANY may be obtained by writing to:

ENANY – New Jersey Operations
P.O. Box 741
Ridgewood, NJ 07451-0741

or

ENANY – New York Operations
P.O. Box 368
New York, NY 10013-0368

Please contact us today; this service is absoultely vital to the existence of the truly "die hard" scanner owner/operator and all Police, Fire and EMS "Buffs".

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

I know you've all been hanging on the edge of your seats on this, but I just got the text of the Reconsideration of the cellular mobile phone Order (Feb. column).

The Commission reaffirmed their decision that the available frequencies will be divided into two 20 mHz blocks, the 10 mHz band from 870 to 880 mHz for RCCs and the band from 880 to 890 for wireline common carriers (telephone companies). Mobile frequencies are 45 mHz lower. Twenty mHz was determined to be the minimum amount of spectrum needed for an efficient system. (That is, ten mHz for base stations, ten mHz for mobile units, a total of 20 mHz.) They rejected petitions that asked for sharing of the entire available spectrum between licensees, maintaining (as the petitioner agreed) that there are numerous technical problems with this. One petitioner asked that two licensees per market be allowed, on a joint venture until a market could support two competitors. Then each company would compete separately. AT&T and two RCC groups opposed this, stating that there would be no incentive to cooperate in providing

service when the two parties will eventually compete with each other.

The Commission remains convinced that allocating the two separate blocks of frequencies is the only way that cellular service can be implemented as quickly as possible, since the wireline carriers, and AT&T in particular, possess the technical resources to begin service within probably two to three years. (The FCC has stressed repeatedly the importance of instituting cellular service as soon as possible, due to pressing demand for common carrier service, particularly in major metropolitan areas.) With the allocation of two blocks of frequencies, eventual competition by RCCs will be assured. But the FCC did decide to decrease the time limit after which the separate allocations will expire. After this time limit any carrier may apply for either block of frequencies. Originally five years, they decided that two years is sufficient time for a wireline carrier to put together a cellular proposal. If they don't, then any carrier in a given market could apply for either block. (Or conceivably both, if they can justify it.)

The right of local Bell companies to offer cellular service as wireline common carriers was reaffirmed, since the support services of AT&T will still be available until 1987. According to the Commissions interpretation of the AT&T Decision in January, the local companies are still to be allowed to offer "common carrier communications service" as they always have been.

The local wireline carriers are also still required to provide "resale" service (the "sale" of cellular service to RCCs) without restriction. This will obviate any headstart or possible dominance of the cellular market by wireline carriers.

NASA asked again, as they did in the original proceeding, that the entire cellular bands be moved up 6 mHz to leave two contiguous reserve bands of ten mHz each (821-831 and 866-876 mHz) for possible future accomodation of a satellite-based expan -sion of the cellular service. The present allocation leaves a 4 mHz reserve band below and a 6 mHz band above each band of frequencies. The FCC maintains, as they did before, that the need for satellite augmentation has not been demonstrated (which NASA disputes) and that such a reallocation would only delay implementation of cellular service. Negotiations would have to be made with Canada and Mexico, since the frequencies above 890 mHz are primarily for Fixed service. And the 1979 WARC alloted the 806 to 890 mHz band for Mobile- Satellite service, so with the existing allocation, the only spectrum available for satellite-terrestial expansion of the cellular service would be a mere eight mHz, 821-825 and 866-870 mHz. The 845-851 mHz band, of course, couldn't be paired with the 890-896 mHz band. So rather than delay things further, the Commission is effectively closing the door on future developement of cellular-satellite service, in the near future at least.

A change was made to the subsidiary requirment. Under the original Order, wireline carriers were required to provide cellular service through a separate corporate entity. Realizing that this imposes a burden on independant telephone companies, especially smaller and rural carriers, the separate subsidiary rule will only apply to AT&T.

The Commission also again refused to require the sharing of cellular technology by AT&T. They stated that there is every indication that other domestic and foreign suppliers of equipment are actively pursueing development of cellular system equipment. AT&T will also still be allowed to manufacture and market mobile equipment, through a separate subsidiary. To not allow them to do so will just deprive the market of one more supplier and, in effect, reduce competition.

There are a couple of changes to the application procedures. First, all applications must describe their proposed area of service in reference to the Census Bureaus SMSAs (Standard Metropolitan Statistical Areas). Before, an applicant could pretty much describe his own area of operation and there was concern that many applications would overlap, particularly in the Northeast, and result in many comparative hearings to see who would get a license. Secondly, the Commission is modifying its public notice/cut-off period procedure to speed applications for the 30 largest SMSAs. All applications for these markets must be received by the first week of June. No opportunity will be given for applicants to review the other applicants proposals at that time.(There will no doubt be only one wireline application per market.) All competing applications will then be bound for hearing to determine the most qualified applicant.

Anyway, barring further legal complications, cellular mobile telephone should be a reality within a few years. With any luck, there'll be a scanner around then to listen to it with.

Canadian Cellular

I also have a copy of the cellular proposal under consideration in Canada, mentioned a few months ago in the Canadian column. They are considering three options regarding frequency bands for the cellular allocation. One option is the allotment of the 870-890 mHz band with the 866-870 and 890-896 bands reserved, exactly like the US assignment. Mobile transmit would be 45 mHz lower, 825-845 mHz. Another option is the use of the band 876 to 896, although use of the spectrum above 890 mHz is presently reserved for Fixed use and this would delay implementation. But this option would leave a contiguous 10 mHz reserve band, 866 to 876 mHz.

The third option is the allocation of the 866 to 886 mHz band, which is entirely within the 806-890 band available for both mobile service and also for mobile-satellite service. But expansion of satellite service couldn't presently extend into the upper portion of the 886-896 reserved band.

Also to be considered is a system with nationwide compatibility, and possibly Canadian/US compatibility as well. Of course, to do this, the Canadian system would pretty much have to be on the same frequencies. The Canadians aren't ruling out the use of satellites in their system. As now conceived, the MSAT (Mobile-Satellite) system satellite could be launched as early as 1986, providing a mobile-satellite service in rural and remote areas of Canada. I expect you'll read more about this in the Canada column.

FEDERAL GOV'T and ☆ MILITARY ☆

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Dennis Biagioli's first column will appear next month — Editor

International

Richard Stein, Editor

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Richard Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

As I write this, Spring is trying very hard to make an appearance, with a promise of 12 inches of snow here in the East. Anyhow, here, as promised several months ago, is Rafael Mirano's list of Mexican frequencies. You will agree that it is extensive and he has done an excellent job.

PACIFIC AND CENTRAL MEXICO

Note: these frequencies have been collected during trips to the areas listed in the past 2 years-some changes may have occured.

(R) repeater output (RI) rpt. input (B) base (M) mobile

CITY	FREQUENCY	SERVICE
	STATE OF SONORA	
Nogales	165.000 R	police dept
Hermosillo	152.820	police dept
(State capital)	167.150	state police of Méx. R.R.
Obregón	155.300	police dept
	STATE OF SINALOA	
Los Mochís	154.225	police dept
Culiacán	152.720	police dept
(State capital)	148.175	state hwy patrol
	157.975	light and power co.
	161.425	farmers association
	167.150	state police of Méx R.R.
Mazatlán	152.480	police dept
	STATE OF JALISCO	
Guadalajara	154.000	police dept
(State capital)	155.200	traffic police
	155.375	state police
	155.500	state judicial police
	152.725	fire dept/d.p.w.
	157.825 R	C.F.E (light and power)
	157.850 R	C.F.E.
	158.450 R	C.F.E.
	151.775	paging
	151.600	paging
	151.800	paging
	152.030	paging
	152.200	paging
	154.700	federal hwy police
	148.225	social secy. ambulances
	148.350	soc. security interhospital net
	142.625 R	mobile phone
	142.675 R	mobile phone
	142.725 R	mobile phone
	154.350	aeromexico airlines
	155.000	mexicana airlines

City of Zapopán	152.825		police dept
San Pedro de Tlaquepaque	157.450		police dept

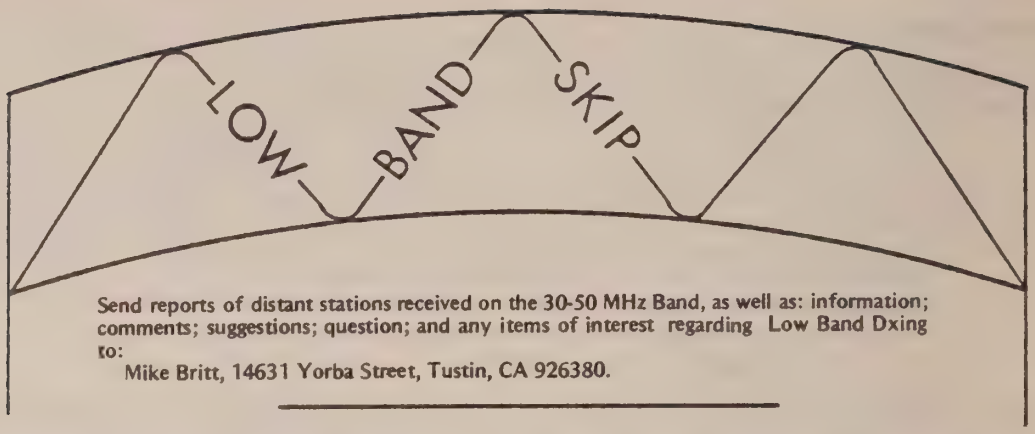
MÉXICO CITY

Police Dept	157.700	R	traffic control, ambul, emerg.
	159.050	R	main dispatch
	159.075	R	main dispatch
	159.300	R	aux dispatch
Judicial Police	152.850	R	
Police Agency ?	458.850		
Federal Hwy Police	154.700		
	154.730		
	167.330	R	link-repeats 154.700
	167.360	R	link-repeats 154.730
Government	154.025		
	154.075		
	154.425		
Paging services	152.030		
	152.090		
	152.150		
	152.240		
	152.510		
Mobile phone	140.000	R to 143.000 R	every 50kHz
	143.000	R to 143.975 R	every 25kHz
			inputs for these are apparently in the 132 to 136MHz. region
Social Security	155.600		
Soc. Sec. Ambulance	450.350		
Mexican Red Cross	158.780		
Aeromexico Airlines	154.350		
Mexicana Airlines	155.000		
Light and Power	150.525		
	159.200	R	
	162.625		
Taxicabs	164.250		

METROPOLITAN AREA of México City

Tlalnepantla	152.800	police
Naucalpán & satellite city	152.825	police
Metro area (Mexico State)	154.400	radiopatrol batallion
Gran Canal Flood Control	166.900 R	

Coming soon, a comprehensive list of Guadalajara and the article on the Russian transceiver (as soon as I finish the translation). Til next month..... שלום



Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:

Mike Britt, 14631 Yorba Street, Tustin, CA 926380.

Greeting to all! This edition of the RCMA newsletter brings with it the rebirth of the Low Band Skip Column.

As the new editor, I have taken on the task of rebuilding the column, and I hope to produce one which will be both interesting and informative. To do this, however, I need the support of you, the members of RCMA. I therefore encourage any and all input that each of you may have, whether it be information, a suggestion, an idea, a question, or perhaps the answer to a question.

To briefly introduce myself, I reside in the city of Tustin, California, which is located in Orange County, and is roughly thirty miles south-east of centeral Los Angeles. I am only five miles from Anaheim, where RCMA is headquartered. I am presently a college student, majoring in Communications and Journalism. I am a staff reporter for the school paper, and also a photographer; both amateur and for the newspaper as well. I am especially interested in the fire service and fire apparatus. I will say that I am a member of an organization called FAMBA, on the chance that there may be fellow RCMA members that share this distinction. (A note to our clubs president: I myself am a member of the UMC, and my family is active not only locally, but on the district and conference levels as well).

I have been intrigued by radio since my childhood, and my interest continues to grow today. As a youngster, I lived next door to a Ham operator, who I credit with sparking my interest in Dxing. I had never thought much about long range reception above shortwave until one morning several years agowhen I was amazed to hear a voice calling "all Sandusky Township Fire Monitors..." on the local fire frequency of 46.06 MHz. (I had never received Ohio in Orange County prior to that time). After that, it became almost an obsession trying to see just how distant a signal I could receive on my scanner. I may never know the answer, because I am only fluent in English, making it difficult to ID foreign skips.

Since that first skip, I have logged hundreds of skip receptions, and put many hours worth on cassette tape (recorded from the scanner). I have collected quite a bit of information on skip, and, although I do not claim to be an expert on the subject, I thought it might be interesting and also fun to be the editor of this column. (In a few months I'll let you know if it is really fun or not!).

As for the content of this column, I am going to try a different approach than was used by the previous editor. I will not be printing lengthy reception reports from members. Although these were sometimes interesting, I personally feel that this format limits the amount of material and allows only a few members to contribute each month. Instead, I would like to hear about those receptions that each of you consider your most noteworthy. Of course, I realize that what one person may consider to be noteworthy may be commonplace to someone else. I will take this into consideration, so send it in if you think it should be shared. If it is the only skip that you have ever heard, then that is to be considered noteworthy. If you live in Pennslyvania and listen to California on a regular basis, then perhaps a freak or for gn skip is noteworthy for you. Whatever the case, send them in. I am looking more toward quality rather than quantity. Let me emphasize that this is not a contest - I will not be sending anybody coffee mugs.

In addition to featuring selected reports of distant receptions, the column will feature tips on where (frequencies) and when to look for skip; discussions about the different kinds of skip; any comments from members; and, of course, my own personal thoughts and insights. I welcome any questions you may have. I also invite you to send me any information you have about those "mystery" skips that you haven't been able to identify. I am sure that, through a group effort, using this column, we can find most, if not all the answers to these mysteries. Along this line, I hope to inlist the aid of some of our editors in IDing the unknown.

I am considering, as a regular feature, a focus on specific Low Band frequencies and various geographic regions. However, I do not want to stray into "Public Saftey" territory, so these articles must be broad based, and not specifically focus on agencies or systems. Next month, as a trial article, I will list some information I have gathered (by listening to skips) about those fire departments authorized to broadcast on 33.90MHz, in the U.S. My idea is to go beyond a frequency directory type of listing by providing identifying information that is only gained by the actual monitoring of these stations - stations most likley to be heard on skip. I hope that such information will help you that monitor skip better identify the stations you are hearing.

Also next month, I will discuss just what it is you need if you are seriously interested in monitoring skip on a regular basis (or even on a short term basis - but one thing leads to another...). Now on to the actual discussion of skip "stuff" for this month...

Points to remember...scanners and skip recption

- Whenever you are receiving "F-2 layer" skip , and it is coming in strong and is from a certain region, the chances are very good that that region is receiving skip from your region as well. (Incidentally, "F-2" refers to a layer of the atmosphere, not a secondary frequency).

- Remember that if the skip signal is strong enough, you will hear it on the image frequency as well as the "true" frequency. This works just like the image of any other transmission (see the discussion on the next page).

- Look for freak or unusual skips during storm activity. Weather fronts, especially temperature inversion conditions, will result in "troposheric bending" which can produce skips from much closer locations than F-2 or sporadic E skip (closer meaning from a few hundred miles instead of from 2,000 miles or so).

- By the time you read this article (refering to the newsletter deadline, not your reading ability), summer will be closing in, and the winter skip may already be gone. This means the regular and strong skip which was heard below about 40 MHz will probably disappear for the next few months, with the exception of some "sporadic E" (again referring to a layer of the atmosphere). Not to worry though, you can listen to FD's on 33MHz again around September, when the strong skip should return.

SKIP and IMAGE FREQUENCIES

If you have a Bearcat scanner that has an intermediate frequency (IF) of 10.8MHz, then you should be aware of the image frequency (i) pattern on the Low Band of your scanner. This is important where skip is concerned, because skip will show up not only on the true frequency, but on the image frequency aswell. I have developed a formula for determining the true frequency when all that is known is the image frequency, and also a formula for determining the image frequency for a known true frequency. There are several variations to these formulas, but I will explain only the ones I use.

- For the Low Band, multiply the IF(10.8) by 3 to obtain the formula constant of 32.4.

-The variables are: F -indicates the true or actual frequency of transmission.
i -indicates the image frequency on which the transmission appears.

To determine the actual or true frequency of a transmission heard on an image frequency, use the following formula:

$$F = [(i - 32.4) \times 2] + 32.4$$

This formula is used most often, because yuu will commonly hear a skip which is actually an image of a skip transmission on another frequency. This occurs often in the 33MHz band, which contains the image frequencies of the 35Mhz business, industry, and mobile telephone frequencies. To illustrate: If you hear radio traffic on 33.90MHz which sounds like industrial services, then it is more than likely the image of 35.40MHz, which is allocated for industry. (33.90 is only allocated for the fire service in the U.S.). If you didn't know that 35.40MHz had an image on 33.90, then you could quickly find out by employing the formula:

$F = [(33.90 - 32.40) \times 2] + 32.4 = 35.40$MHz, the true frequency!

If you wanted to find out on what frequency the image of 35.40MHz appears, then you would use the second formula:

$$i = [(F - 32.4) \div 2] + 32.4$$

Using this formula, you can determine the frequency on which the image of a known Low Band frequency can be heard.

Let me point out that these formulas are only for Bearcat scanners with the same 10.8 IF. I do not known if other scanners with an IF of 10.8 have the same Low Band image pattern as the Bearcat's do. I might also point out, in case you haven't already figured it out, that you can't use this fomula below 32.40MHz. However, there is no need to, because the image frequencies get closer to the actual frequencies as you approach 32.40MHz - as the formula suggests. This means that for the scanners this applies to, 32.40MHz is it's own image. Don't ask me about image frequencies for below 32.40MHz, because I haven't figured that out yet. By now you are probaly asking if you can use the formula to go out of band above 50MHz. Well, don't look now, but I've done it! To do this though, you are going to need a pretty strong signal, and all the right factors.

Once you apply the formulas to the entire Low Band, some interesting patterns and relationships between frequencies become apparent. The things Beatty Bearcat doesn't tell us!

REPEATERS and "TWO-WAY" SKIP

The reception of skip which involves repeaters has been a topic of discussion in the International Column for some time now. One such skip, commonly heard, is on 36.90MHz. This "mystery repeater" must have an input on 33.90MHz, because it often repeats fire traffic from the U.S. which is on 33.90MHz - noteably, Cleveland, Ohio F.D., and Hamilton County Ohio. The explanation is that the signals from Ohio are skipping to the location of this mystery repeater (probably located in South America) where they are then retransmitted. This new transmission then skips back to the U.S., where it is heard on 36.90MHz.

Identifying foreign skips is very difficult at times because of the lack of information, or the fact that many governments refuse to give what information there is available. Complicating matters is the fact that some of the systems which use repeaters have several input and/or output channels. This makes for some pretty frustrating attempts to pinpoint the skips' origins.

Skip involving repeaters is not limited to foriegn skips, It only seems, to occur more frequently with them because many foriegn repeaters , apparently, do not have the logic systems to guard against interference that the U.S. repeaters do. Never the less, even some U.S. repeaters that have channel guard have been "captured" by skip.

I heard a classic example on 12/12/81 between 11:30PST and 12:00PST, when I was listening to skip on the 42MHz state police frequencies. The Highway Patrol in Detroit, Michigan operates on a repeater system with a mobile input at 42.24MHz and an output at 42.64MHz. It just so happens that 42.24MHz is also the mobile

frequency for the California Highway Patrol units which operate in the area around Monterey, California. In this case the CHP transmissions were skipping to Michigan, and I heard them repeated on 42.64MHz. However, the California transmissions were not actually keying the repeater, but each time a Michigan unit would key up the repeater, a CHP tranmission would step all over the attempt to transmit in Michigan. When the Michigan unit stopped transmitting, the repeater would key out, and if the CHP unit was still talking, he would be cut off.

I was fortunate to be familiar with the terms which are used only by the CHP. Recognizing the origin of the Michigan interference, I was able to confirm the relationship between the two mobile frequencies. I happened to be taping this, and by replaying the recording several times, I was able to distinguish: "Monterey, 26-20, I need an 11-85...I'm about three quarters of a mile in on Door Cut-Off Road, off of Door Hill Road." Other clues were "Old San Jose Rd.", and "11-85, rotation tow". The last refers to the CHP method of rotating calls for two trucks (11-85) between several tow companies.

Night Skip

On 1/1/82, at 19:33PST, a strange voice came over the Orange County Fire Department frequency of 46.14MHz. "KJH 210, base to pumper number one." This same phrase was repeated several times. On a hunch, I began looking down the list of call signs for 46.14MHz in Police Call volume #5. Sure enough, there it was: KJH 210, Albert, Kansas! On another hunch, I programmed some other Low Band Kansas frequencies into the scanner. I heard skip traffic on 46.12, 44.94, 44.98, 39.46, and 39.66 MHz. It was long after sunset in both Kansas and California, and these were very strong and clear skips! I spoke with a O.C.F.D. dispatcher, who confirmed that they also were hearing the KJH 210 transmissoin. (The dispatcher commented that they had never gotten any skip after dark before, and suggested that it might be due to "moon spots"! I seriously doubt this as the reason.). Perhaps this was just the skip's way of welcoming in the new year. How about the rest of you - has anyone heard skip after dark?

More Foreign Skip

I've heard a number of foreign language skips from time to time on various frequencies. Listed below are some of the more persistent ones. Each of these I have documented on tape. All of the origins are uknown to me. Any ideas?

46.06 Spanish

46.12 French

32.50 Spanish

32.68 Spanish - paging, "Mexico" and 5 didget telephone numbers.

32.96 Spanish - paging (image is on 32.68, but not same as the "true" 32.68 skip)

33.52 Spanish ———— (image on 33.08)

33.62 Unknown foreign language, possibly oriental.

35.04 Spanish - business (image is on 33.72)

35.08 Spanish - paging (image is on 33.74)

35.10 Spanish - paging (translation: "call your house") (image is on 33.75)

35.12 Spanish - business (image is on 33.76)

35.22 Spanish - business (image is on 33.81)

35.28 Spanish - paging (image is on 33.84)

35.32 Spanish - paging note: same as 35.08 (image is on 33.86)

Before I close..there is a fire department on 33.98 that ID's as "WQO 786". Does anyone know where this is? Another FD is on 33.86, and gives a call sign similar to "KGA 867" The ID is "I-1" or "A-1" and "Clay County Communications Center". Police Call shows no Clay County with an FD on 33.86. Readers?

Send in information in ASAP because all I have presently is my own stuff. Hope to hear from YOU soon..."73's" until next month.

-Mike (CA-OR-204)

I have identified the Spanish skips on 32.68, 32.82, and 32.96 as being from Santa Maria and Santa Isabel, Argentina! Details next month. . .

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:
RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

When sending in material to be printed in this column, include a self-addressed STAMPED envelope, and more forms will be sent to you.

Now that RCMA has resumed accepting paid advertising from business concerns, ads under the heading "DEALER/MANUFACTURER LITERATURE AVAILABLE" will no longer be accepted. If you are in the business of selling scanner related equipment, and wish to have an ad placed in the RCMA Newsletter, you should contact: BRAD LEONARD, P.O. Box 13602, St. Louis, MO 63138. Brad handles all business/commercial type ads while I handle ONLY personal type ads.

TO: All members desiring to run an ad in the MARKETPLACE column of the RCMA NEWSLETTER.

FROM: Gary M. Darcy, MARKETPLACE column editor.

SUBJECT: MARKETPLACE column guidelines.

1. Members may advertise free of charge, items wanted, items for sale, and items for trade, that are associated with the hobby of monitor and utility radio listening.
2. All ads will run only once per request.
3. No dealer ads will be accepted for publication in the MARKETPLACE column. Dealers wishing to advertise in the RCMA NEWSLETTER should contact the RCMA advertising manager.
4. When sending in your ad request, please keep it as brief as possible, but to the point. Indicate the exact make and model number of all equipment whenever possible. Additional information that you feel is absolutely pertinent in describing what it is you want to sell, trade, or acquire should also be included.
5. Please indicate your residence address and your phone number. No request will be accepted without it. If you do not wish that information to be included in the ad, fine, no problem. The ad

may contain a mailing address rather than a street address if you wish. We must have a street address with all requests in the event a complaint should arise.

6. PLEASE TYPE OR PRINT LEGIBLY.
7. All ad requests should be sent to the address indicated above.
8. Ads will NOT indicate shipment to the first person sending a money order or certified check, or anything of a similar nature. It is recommended that all members contact the other member first before sending any money.
9. Members may indicate in their ad that they will ship the item "C.O.D.". Both the U.S. Postal Service and United Parcel Service offer C.O.D. service.
10. Members receiving money from other members for goods that they can't deliver is to be immediately returned to the other member. Federal Mail fraud statutes apply to ads run in the RCMA NEWSLETTER.

PLEASE NOTE THAT THIS ISSUE'S CENTERFOLD IS AN RCMA MARKETPLACE AD REQUEST FORM

FOR SALE: Bearcat IV. $ 75.00. Bearcat 5. $ 90.00.
Bearcat 101. $ 150.00. Bearcat 210. $ 150.00.
Bearcat 210. $ 175.00. Bearcat 210XL. $ 225.00.
Bearcat 220. $ 225.00. Bearcat 250. $ 230.00.
Bearcat 250. $ 230.00.
The above listed items are complete with antennas, mounting hardware, owner's manual, cords, plugs, etc. Contact: ALBERT E. NICHOLS (RI-007), P.O. Box 8292-Garden City Stn., Cranston, RI 02920 or phone 401-397-7458. (2-20-82)

FOR SALE: Realistic Pro-2008. $ 175.00. Bearcat SP-H/L. $ 40.00.
Bearcat SP-H/L. $ 40.00. Bearcat SP-H/L. $ 40.00.
Bearcat SP-U. $ 40.00. Bearcat SP-U. $ 40.00.
Bearcat SP-U. $ 40.00.
The above listed items are complete with owner's manuals; however, all items need antennas. Contact: ALBERT E. NICHOLS (RI-007), P.O. Box 8292-Garden City Stn., Cranston, RI 02920 or phone 401-397-7458. (2-20-82)

FOR SALE: Courier Cop Scan VHF. 4 channel hi-band only hand-held unit. Will ship via UPS. $ 50.00. Contact: JERRY CALLAM (OH-015), 104 Maplewood, Mt. Vernon, OH 43050 or phone 614-397-3520. (2-22-82)

FOR SALE: Russell Russcan Digi 10. Includes case, charger, rubber duckie. This unit is a 10 channel hand-held; uses 10.7 mhz IF crystals. $ 125.00. Contact: JERRY CALLAM (OH-015), 104 Maplewood, Mt. Vernon, OH 43050 or phone 614-397-3520. (2-22-82)

FOR SALE: Regency K-500. Unit has factory 24 hour clock display, expanded programming, excellent condition. Will ship ship via UPS. $ 275.00. Contact: JERRY CALLAM (OH-015), 104 Maplewood, Mt. Vernon, OH 43050 or phone 614-397-3520. (2-22-82)

FOR SALE: Bearcat 210XL L/N. $ 175.00. Contact: FRANK EGBERT (NY-176), 4615 Ft. Hamilton Pkwy., Brooklyn, NY 11219 or phone 212-436-7387. CALL FIRST. (2-18-82)

FOR SALE: Sony ICF 2001. $ 175.00. Contact: FRANK EGBERT (NY-176), 4615 Ft. Hamilton Pkwy., Brooklyn, NY 11219 or phone 212-436-7387. CALL FIRST. (2-18-82)

FOR SALE OR TRADE: Bearcat 4-6 hand-held. Leather case included. $ 60.00. Will trade for a mobile (DC) type scanner in good condition. Contact: TRACY TURNER (KY-026), 102 S. Cumb. Ave., Harlan, KY 40831. (2-20-82)

FOR SALE: Ace Communications AR-22. Single channel synthesized receiver. 150 - 159.995 mhz. Tuneable by digital thumbwheels. Sensitivity 0.2 microvolts. Nicads, charger & antennas included. $ 100.00. Contact: RICHARD PRELINGER (CA-SF-002), P.O. Box 368-Canal St. Stn., New York, NY 10013 or phone 212-226-3567. (2-20-82)

FOR SALE: Memcor Inc. PRC-25. 30.00 - 75.95 mhz. Unit is complete with all accessories, including 3 new batteries. Price includes UPS shipping. Good condition. $ 200.00. Contact: BRUCE D. STEWART (AZ-040), 1860 N. Camino de la Cienega, Tucson, AZ 85715. (2-18-82)

FOR SALE: Collins Radio R-278. 225-400 mhz. Complete with power cable & muffin fan. Must be shipped via bus or motor truck. Good condition. $ 75.00. Contact: BRUCE D. STEWART (AZ-040), 1860 N. Camino de la Cienega, Tucson, AZ 85715. (2-18-82)

FOR SALE: ARC Electronics R445/ARN-30. 108-136 mhz. Unit is complete with power supply and control head; set has been modified to have squelch & sensitivity controls. Good condition. $ 65.00. Contact: BRUCE D. STEWART (AZ-040), 1860 N. Camino de la Cienega, Tucson, AZ 85715. (2-18-82)

FOR SALE: Bearcat One-Four. 4 channel UHF. Excellent condition. $ 30.00. Contact: DENNIS RUDA (NY-057), 42 Harry L Dr., Johnson City, NY 13790. (2-22-82)

FOR SALE: Regency K-500. Good condition; no antenna included; will pay shipping. $ 175.00. Contact: ALAN M. LEDER (NJ-084), 246 Lenox Ave., Paterson, NJ 07502. (2-26-82)

FOR SALE: Bearcat 220. Will pay shipping. $ 250.00. Contact: ALAN M. LEDER (NJ-084), 246 Lenox Ave., Paterson, NJ 07502. (2-26-82)

FOR SALE: Bearcat 100. Will pay shipping. $ 350.00. Contact: ALAN M. LEDER (NJ-084), 246 Lenox Ave., Paterson, NJ 07502. (2-26-82)

WANTED: Radio Shack Pro-8 & Pro-3A tuneables. Also Heathkit GR-88 VHF tuneable. Quote price. Contact: GREG DANES (VA-056), 6621 Wakefield Dr., Alexandria, VA 22307. (2-26-82)

WANTED: Screw-in type rubber duckie antenna for Regency pocket scanner. Contact: TRACY M. TURNER (KY-026), 102 S. Cumberland Ave., Harlan, KY 40831 or phone 606-573-2277. (3-1-82)

FOR SALE: Yaesu FRG-7. Modified general coverage receiver, has 4 khz filter, digital output jack & manual. $ 230.00. Contact: JACK VENEZIA (CA-LA-332), phone 213-243-6316. (3-3-82)

FOR TRADE: Bearcat 210XL & Regency ACT-R-2016 for Regency M400. Contact: JEFF HOWELL (KY-023), 314 Poplar St., Madison, IN 47250. (2-24-82)

FOR SALE: Bearcat 220. Excellent performance; mint condition. With manual, and all accessories, in original carton. $ 230.00 includes UPS shipping. Contact: M. ELMITT EASTCOTT (CA-LA-275), 16421 Millstream Ln., Cerritos, CA 90701 or phone 213-926-2686. (2-26-82)

FOR SALE: Realistic Pro-2B. Tuneable; VHF hi/lo bands; with separate tuning controls; separate slide rule dials. Provisions for 2 crystals each band. With manual, bracket & antenna. WORKS, BUT NEEDS ALIGNING. $ 30.00 includes UPS shipping. Contact: M. ELMITT EASTCOTT (CA-LA-275), 16421 Millstream Ln., Cerritos, CA 90701 or phone 213-926-2686. (2-26-82)

WANTED: Regency M100. Russell hand-held 10 channel scanner. Fanon CHB 6 AC adapter/charger. Regency ACT C 4 HLU. Regency H604 w/accessories. Let me know condition and with/without accessories. Contact: DENNIS RUDA (NY-057), 42 Harry L Dr., Johnson City, NY 13790. (2-19-82)

FOR SALE: Radio Shack Pro 77-A Hi/Lo. 8 channel crystal controlled scanner. $ 70.00. Contact: ARTHUR E. WILLIAMS, JR. (NY-022), 576 Springtown Rd., New Paltz, NY 12561 or phone 914-658-9467. No collect calls, please. (3-1-82)

FOR SALE: Midland 13-921. 4 channel hand-held. 150-170 mhz/450-470 mhz. With belt clip case, ni-cads, charger, telescoping & rubber duckie antennas, plus 4 crystals. $ 45.00. Contact: JIM NIED (IL-082), 9913 Stacy Ln., Union, IL 60180 or phone 815-923-2406 after 1730. (3-7-82)

MONITORING & THE LAW

Eric P. Gaskell, Editor

Send all articles, references, copies of monitoring laws and questions pertaining to the legal aspects of monitor radio listening to:
Eric P. Gaskell, 1925 16th Ave., Apt. 210, Vero Beach, FL 32960.

Well, welcome to the Monitoring and the Law column. Let me introduce myself to all of you. I am a retired police officer formerly with the South Tucson Police Department, South Tucson, Arizona, which is a one square mile city within the city limits of Tucson, Arizona. During my ten years with the South Tucson Police Department, I was assigned to the Uniform Division, Detective Division and the Communications and Jail Divisions. I left the South Tucson Police Department in 1977 due to a vision imparment. I am a legally blind person with partal sight; the condition is called Retinitis Pigmentosa which is hereditary and affects the retina and the optic nerve, and will cause night blindness.
My interest in scanning began in 1968 and has increased over the years, my equipment includes a Bearcar 100, Bearcat 300, and a Regency M400.

Now to get down to the business at hand in regard to the different scanning laws in the fifty states. I would like to hear from the members in reference to scanner laws in their states and cities.

For this month I would like to dwell on the State of Florida Statute 843.16.

Florida State Statute 843.16 states that it is unlawfull to install radio equipment using assigned frequencies of state, local and county law enforcement agencies.

1. No person, firm, or corporation shall install in any motor vehicle or business establishment except emergency vehicles herein defined, or places established by local, state or federal authority for governmental purpose.

2. As used in this section the term emergency vehicle shall mean any vehicle used by an offical law enforcement agenc , fire department or any vehicle designated as an emergency vehicle by the sheriff of any Florida county. Also the vehicle in question must also be marked with offical lettering and emergency lights.

3. This section shall not apply to any holder of a valid amateur radio operator or base station license issued by the Federal Communications Commission.

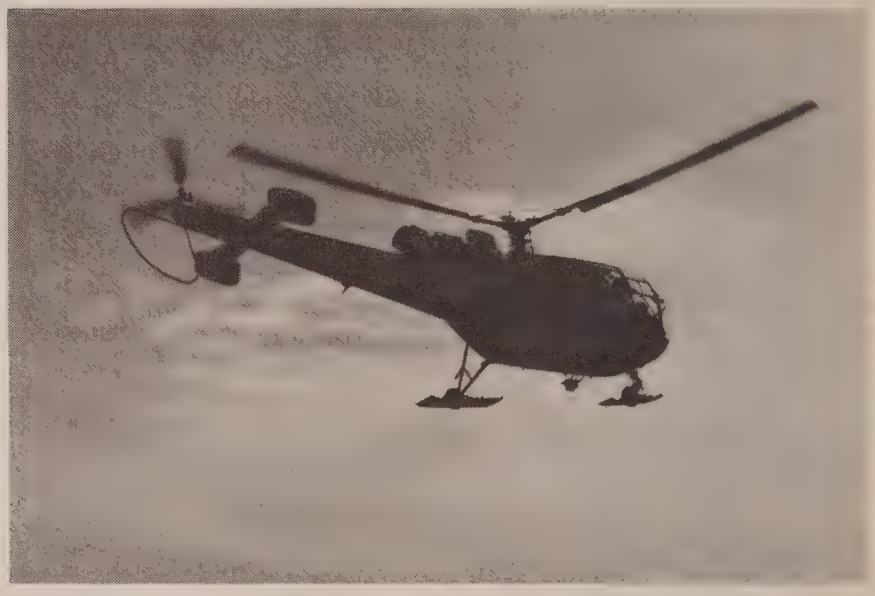
4. Any person, firm or corporation violating this section shall be deemed guilty of a misdemeanor of the second degree.

Well, thats all for this month:

photo department

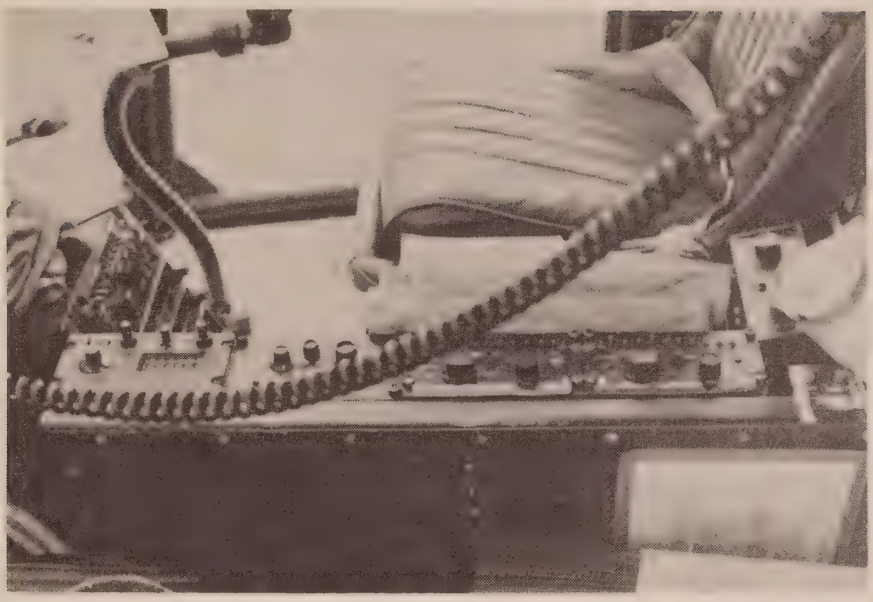
Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

EDITOR WANTED!



EMANUEL LIFE FLIGHT : Profile and Pictures

Four years ago a group of Portland, OR area hospitals decided to implement an air ambulance service. Using Flight-for-Life in Denver, CO. as a model they developed Life Flight. Primarily a helicopter ambulance they also have access to fixed wing craft for longer inter-hospital transfers. The helicopter, based at Emanuel Hospital in Portland, is equipped with four radios on Aircraft, VHF-Hi, and UHF bands. Of particular interest is the Wolfberg 9600. It has several channels Xtal controlled and one channel whose frequency is digitally selected by thumb wheels. Any frequency between 150 MHZ and 174 MHZ (simplex) can be dialed in. This allows the craft to talk directly to the rescue unit or sheriff's car on the scene. A second radio is Xtaled for two search and rescue frequencies : 154.805 and 155.400. The third radio is UHF and Xtaled on Emanuel Hospital Security's frequency (464.875), Portland Police/Multnomah County Net-5 (460.425), two Med-Nets (463.000 and 463.175; rptr or smplx on either),and Med Dispatch 1 (462.950). The last channel is Life Flight's frequency : 462.975 (base) / 462.975 (helicopter). The base antenna site is at Healy Heights in S.W. Portland. The base has phone patch capabilities. The flight nurse can use it, or the H.E.A.R.S. frequency, to talk to the emergency room.



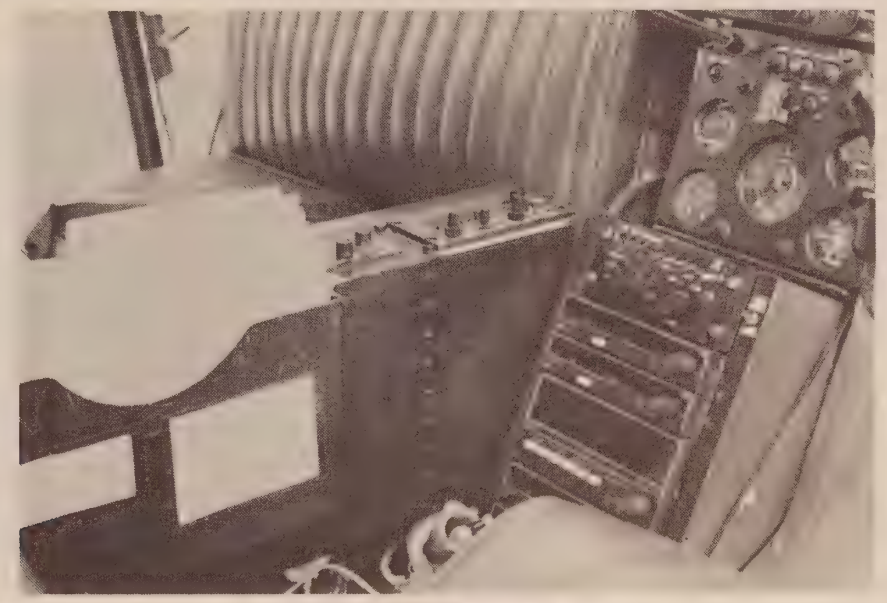
View from flight nurse's seat:

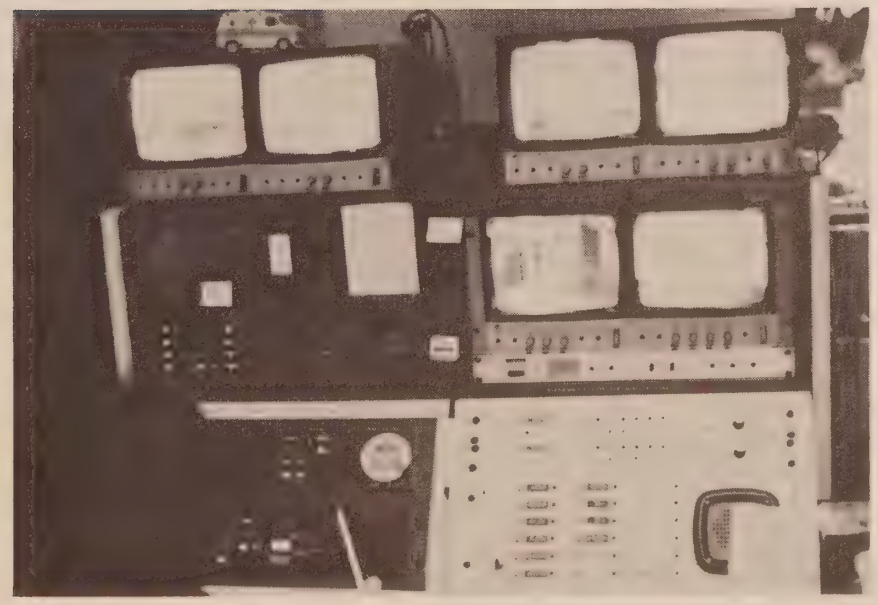
9600 on left;

UHF & VHF radios in middle;

PA/siren control on right.

View from pilot's seat. Horizontal radio is Aircraft Band; vertical radio is 9600.





Communications and security control room for Emanuel hospital and Life Flight.

Life Flight in ready position.

Life Flight before wheel skids installed.

When a request for Life Flight is received the pilot and nurse are paged and sent to the craft. The base gathers all incident information, accident site weather report, and the radio frequency being used at the scene. The base then monitors this frequency with a Bearcat 210. The activation to airborne time is four minutes. In the Portland Metro area Life Flight is usually a second responder. Typical calls would include a freeway accident where traffic would delay an ambulance or an industrial accident where entrances and exits were blocked by trains. They cover all aircraft down situations in the Portland area. Life Flight sees most of their use in inter-city hospital transfers and in rural areas where regular ambulances have a prolonged response time. An example would be an accident that recently at a lumber mill in Estacada, OR. (15 miles S.E. of Portland). At 12:30 P.M. Life Flight was called and asked to standby. At 12:32 it was decided they definitely would be needed. Life Flight was activated and three minutes later they lifted off. Arrival was at 12:48. The patient's arm had been severed by a

RCMA

Radio Communications Monitoring Association

MARKETPLACE EDITOR / P.O. BOX 1329 / PALMDALE, CA 93550-1329 U.S.A.

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FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

log-handling machine. They stabilized the patient, packed his arm in ice, and loaded him into the helicopter. Lift-off was at 12:57. It arrived at the hospital at 1:10. After tests, a team of surgeons worked nine hours and re-attached his arm.

The helicopter used is a jet-turbine Alouette III made in France. It was specifically designed for service in the Swiss Alps and has a flight service ceiling of 21,300 feet. It is a wide-bodied craft, carrying two patients lying sideways, two flight nurses, and the pilot. It cruises at 120 MPH and has a range of 260 miles. The pilot operates under visual flight rules. Visibility must be at least 1/2 mile and a 500 foot ceiling. The helicopter has its own transponder code which is stored permanently in the FAA's computer. The ATC knows immediately who the craft is soon as it's airborne. On short hops inside the city the pilot won't always have time to contact the tower. However, the tower will surmise what's going on and vector other aircraft away from him.

R.C.M.A. and the author wish to thank the personnel of Life Flight for the time and cooperation they gave. Persons wishing more information about Life Flight should contact: John Hopkins, Emanuel Hospital, 2801 N. Gantenbein Ave., Portland OR. 97227.

The Photo Department needs an editor. If you are interested, please write to Assistant Editor Ginny Slick (see inside front cover). In the meantime, we will go with photo contributions already on hand. The above story and accompanying photos were sent by an RCMA member in Portland, OR: Stan (OR-19). Thanks, Stan.

PAID ADVERTISEMENT

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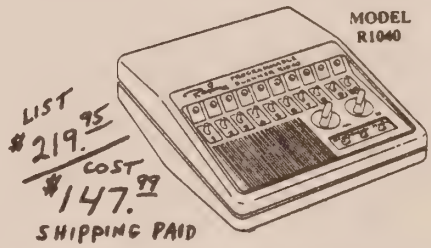

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Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

PUBLIC SAFETY - CALIFORNIA

Send Public Safety and Special Emergency frequencies, radio system details and questions to:

Public Safety, California, P.O. Box 3962, Santa Fe Springs, CA 90670-1962

WELCOME TO THE JUNE 1982 ISSUE OF RCMA PUBLIC SAFETY - CALIFORNIA

The CHP is now utilizing extenders in all of southern Cal. as well as the rest of the state. Frequency to monitor is 154.905 mhz.

RENE (CA-SC-018) has identified 72.975 as Delta Valley Radiotelephone on 72.98 with a transmitter on Mt. Diablo
He corrects me on the Bay Area Scanner Club: the newsletter may have been discontinued but definitely not the Club itself. No one from the Club has written to confirm or deny.

From JERRY (CA-SD-047): For interesting listening try the San Diego-Tijuana Trolley frequency of 160.665. It is quite active during the daylight hours. Less frequently used is 160.935 for the security force.

NEAL (CA-LA-385) has some odds and ends. In the Dec. column, MIKE (CA-OR-204), wanted info on some abbreviations. Neal has some.
E.I. Probably what he heard was A.I. meaning accident investigation.
G.B. He may have heard G.T. for grand theft.
H.U.A. I know for a fact that this means "has uncooperative attitude".

From MIKE (ID-001): 464.375 mhz is used by USC parking control and escorts and by Rio Hondo College security and escorts.

From DAVID (CA-SF-025): The San Francisco Fire Dept. uses plain english in lieu of ten codes except Code 4 (cancel), 10-97 (on scene), and Code 8 (curbside fire box alarm pulled).
Each Engine Company's and Truck Company's number is identical to the station number, e.g., Truck 16 at station 16.
F1 488.3625, F2 488.5625, and F3 488.7625 are the basic dispatch frequencies. Base station is Control 1 (F1), etc. Any call such as Engine 3 "on the air" means that the unit is somewhere other than its home station.
FD headquarters is 260 Golden Gate Ave. and includes Chief's office, Fire inspectors and Communictions. No fire units assigned.

San Francisco Fire Department
Station Addresses

489.1625 Fireground Primary
489.1875 Fireground Secondary, paging

Station 1 ..... 416 Jessie
Station 2 ..... 1340 Powell
Station 3 ..... 1067 Post
Station 4 ..... 1648 Pacific
Station 5 ..... 1301 Turk
Station 6 ..... 135 Sanchez
Station 7 ..... 2300 Folsom
Station 8 ..... 36 Bluxome
Station 9 ..... 2245 Jerrold
Station 10 ..... 655 Presidio
Station 11 ..... 3880 26th Street
Station 12 ..... 1145 Stanyan
Station 13 ..... 530 Sansome
Station 14 ..... 551 26th Avenue
Station 15 ..... 1000 Ocean
Station 16 ..... 2251 Greenwich
Station 17 ..... 1295 Shafter
Station 18 ..... 1935 32nd Avenue
Station 19 ..... 390 Buckingham
Station 20 ..... 285 Olympia
Station 21 ..... 1443 Grove
Station 22 ..... 1290 16th Avenue
Station 23 ..... 1348 45th Avenue
Station 24 ..... 100 Hoffman
Station 25 ..... 3305 3rd Street
Station 26 ..... 80 Digby
Station 27 ..... 356 7th Street
Station 28 ..... 1814 Stockton
Station 29 ..... 299 Vermont
Station 31 ..... 441 12th Avenue
Station 32 ..... 194 Park
Station 33 ..... 8 Capitol
Station 34 ..... 499 41st Avenue
Station 35 ..... Pier 22 1/2
Station 36 ..... 109 Oak
Station 37 ..... 798 Wisconsin
Station 38 ..... 2150 California
Station 39 ..... 1091 Portola
Station 40 ..... 2155 18th Avenue
Station 41 ..... 1325 Leavenworth
Station 42 ..... 2430 San Bruno Avenue
Station 43 ..... 720 Moscow
Station 44 ..... 1298 Girard

488.8125 is used for prisoner transportation by the San Francisco Sheriff's Dept. Base stations are at San Bruno Co. Jail and Hall of Justice Jails.

158.76 is used by the dept. of electricity and Civil Division-Sheriff. Civil units are "Civil-25", etc. Base station is City Hall and is called "City Hall". San Francisco Sheriffs are police officers, but are assigned only to jails; bailiffs, civil and transit duties in SF.

482.7375 is used by the Golden Gate Bridge Authority and identifies as "Bridge".They have their own security, toll and rescue vehicles. The rescue vehicles are combination tow and fire trucks and are called "six-one" or "six-five". The district keeps at least one truck northbound and one truck southbound. The toll sgt., lt. and capt. broadcast at times. The district has a patrol car that responds with the CHP (42.08mhz) to accidents, possible jumpers, etc.

For San Francisco PD, David has some additions to the April column ref. radio codes:

10-30 RED means felony (check person/auto for wants)
10-31 RED means felony (has record but not wanted)
222 Man with a knife
530 Bomb threat
585 Traffic stop
806 Juvenile beyond control
905 Meet with civilian PD employee

Code 4 specify 1 suspects gone on arrival
2 suspects in custode
3 no merit
4 sufficient units on the scene
5situation abated prior to arrival
100 alarms 1 employee error
2 owner on premises
3 premises appear secure from exterior
Code 33 clear the air

From RENE (CA-SC-018) is a listing of UHF-T Band Public Safety and Reserve Pool (A) Allocations-Channel 17.

488.3125 San Mateo PD (25) Ch. 2; Foster City PD (26) Ch. 2
488.3375 Hillsborough PD (27); Menlo Park PD (20); Alameda PD Ch. 2
488.3625 San Francisco Control 1 Fire
488.3875 San Mateo Co. Sheriff 2 (E.P.A.); (Day) Brisbane PD (34) and Half Moon Bay PD (37)
488.4125 Fremont Fire Ch. 1; Union City Fire Ch. 2
488.4375 Contra Costa County Ambulance Dispatch Ch. 2
488.4625 South San Francisco PD (31); Colma PD (33); Broadmoor PD (32)
488.4875 Belmont PD (24); San Carlos PD (23)
488.5125 Bay Area Pollution Control District (BAAPCD)
488.5375 San Mateo Co. Sheriff. 6 (Tac 3-South)
488.5625 San Francisco Control 2 Fire
488.5875 Alameda PD Ch. 1
488.6125 Newark Fire Ch. 1
488.6375 Santa Clara Co. Transit Ch. 4
488.6625 Union City Fire Ch. 1
488.6875 Santa Clara Co. Transit Ch. 1
488.7125 San Mateo Co. Sheriff 5 (Tac 2-Central)
488.7375 Pacifica PD (36); Santa Clara Co. Transit Ch. 5
488.7625 San Francisco Control 3 Fire
488.7875 Millbrae PD (29); San Bruno PD (30); Redwood City PD (22)
488.8125 San Francisco Co. Sheriff 1
488.8375 Santa Clara Co. Transit Ch. 2
488.8625 San Mateo Co. Sheriff 4 (Tac 1 North); South San Francisco PD (31) Ch. 2
488.8875 San Mateo Co. Sheriff 3 (Mutual Aid Countywide)
488.9125 Contra Costa Co. Ambulance to Hospital Ch. 1
488.9375 Daly City PD (35); San Mateo PD (25) Ch. 1; Foster City PD (26) Ch. 1
488.9625 BAAPCD
488.9875 San Mateo Co. Sheriff 1; (Night) Brisbane PD (34) and Half Moon Bay PD (37)
489.0125 Fremont Fire Ch. 2
489.0375 Santa Clara Co. Transit Ch. 3
489.0625 Alameda P.W. (Local Govt.)
489.0875 Burlingame PD (28); Atherton PD (21)
489.1125 San Francisco School District; San Francisco Disaster Net (OES)
489.1375 Alameda Co. District Attorney
489.1625 San Francisco Fireground Primary
489.1875 San Francisco Fireground Secondary and Paging
489.2125
489.2375
489.2625 Bay Area Rapid Transit (BART)
489.2875

From FCC microfiche for LAPD:
154.785 80 Watts

GENE (CA-LA-147): The Lockheed Fire Dept. at Burbank Airport uses 158.295 simplex with a call sign of KQY853.

From Police Call 1982 Volume 9, by Gene Hughes, Can anyone identify 39.56 KVC506 for L.A.P.D.? Or 37.36, 39.16, 39.28, 39.92, and 158.97 for L.A. CO. Sheriff?
Orange Co. has a license on 154.80 KTA933. ??
San Diego P.D. is licensed on 158.91 KNBF384. ??
San Diego S.O. is licensed on 159.15 KA4241. ??

Goodhew Ambulance in Riverside uses 155.22 as a secondary channel.

San Joaquin Co.
Alameda Co.
Vasco
586
Livermore
El Charro
585
AlCosta Blvd.
San Ramon
I-580
584
Pleasonton
I-680
682
I-680
Dublin
583
Rowell Ranch
582
Eden Canyon
Castro Valley Blvd.
581
Castro Valley
167th Ave.
150th Ave.
580
I-580
Hwy 92
Hayward
Mission Blvd.
Union City
I-680
681
Mission Blvd.
E. 14th St.
Hwy 238
238
185
Hwy.185
089
Fremont
75
74
73
72
71
70
70
Hwy. 17
Oakland CHP Dispatch
105th Ave.
San Leandro
Washington Ave.
San Lorenzo
A St.
Jackson St.
Tennyson Rd.
Niles-Alvarado
Jarvis-Decoto
Newark
Mowry
Milpitas
Alameda Co.
Santa Clara Co.
San Jose Dispatch
Sunol
880 Hwy
From JERRY (CA-AL-026)
HAYWARD CHP Beat Map
42.42B/42.84M
Dispatched thru Oakland
= Radio Identifier
= Beat Boundaries
Dispatched as 25-74
25-Hayward Office
74-Beat (Washington Ave.)
San Leandro to
(A St.) Hayward

GENE (CA-SN-004) had an opportunity to put together the following listing while working in the area recently:

Lake County, California Area

155.97 Lake County Sheriff Ch. 1 (155.625 input)
154.92 Lake County Sheriff Ch. 3 (CLEMARS)
155.685 City of Lakeport Police (station 2 on county net)
155.565 City of Clearlake Police
154.755 Mendocino County Sheriff (155.655 input)
154.95 Colusa County Sheriff (158.85 input)

42.56 CHP Lake and Mendocino Counties (white)
42.72 CHP Car to Station (white)
42.88 CHP Sonoma County (orange)
42.44 CHP Shasta County (pink)
42.54 CHP Humboldt County (green)

155.025 Lake County Fire (white net-154.055 input)
154.055 Lake county Fire (red net)
154.235 Lake County Fire (yellow net-City of Lakeport)
154.175 Lake County Fire (blue net-City of Upper Lake)
154.31 Sonoma County Fire (green net)
151.385 CDF Region 1 North Coast (Lake County-159.27 input)
151.355 CDF Statewide Net (159.30 input)
151.34 CDF Lake and Napa County (159.315 input)
151.19 CDF Mendocino County (159.225 input)
151.46 CDF Sonoma County (159.39 input)
151.31 CDF Yellow Air Net

154.025 Lake County Water Dept.
158.805 Lake County Public Works and Animal Control
45.44 Mendocino County Public Works

151.415 Calif. Fish and Game (159.435 input)
44.72 Calif. Parks Dept. (45.04 input)
44.64 Calif. Parks Dept. (44.96 input)

47.02 Caltrans-Lakeport
47.20 Caltrans-Lakeport and Ukiah (CHP Ukiah control)

462.975 Ambulance Dispatch (467.975 input)
463.05 EMS Med-3 Ambulance to Hospital (468.05 input)

From RAY CA AL 009

********* ALPHABETICAL **********

45.36	L	ALAMEDA CO	BUILDING INSPECTORS CAR TO CAR	
155.955	L	ALAMEDA CO	CORONER, FIELD SERVICES	
44.92	L	ALAMEDA CO	FLOOD CONTROL	
155.04	L	ALAMEDA CO	POLLUTION CONTROL	
37.18	L	ALAMEDA CO	PUBLIC WORKS TRI-CITY KMM-238	
158.805	L	ALAMEDA CO	PUBLIC WORKS	
45.72	PH	ALAMEDA CO	ROAD MAINT	
482.8875	L	ALAMEDA CO	TRANSIT	KZH-997
44.46	L	ALAMEDA CO	TRANSIT NEWARK	
44.52	L	ALAMEDA CO	TRANSIT NEWARK	KIV-586
453.5	L	ALAMEDA CO	TRANSIT	
153.41	L	ALAMEDA CO	WATER DIST	IN:158.175
154.235	F	ALAMEDA CO	CH # 1 EAST SECTOR	TWIN VALLEY
154.07	F	ALAMEDA CO	CH # 1 WEST SECTOR	RED

```
154.28     F     ALAMEDA CO  CH # 2 CAL STATE MUTUAL AID WHITE
 46.1      F     ALAMEDA CO  COORDINATION  KME-911
 33.92     F     ALAMEDA CO  COORDINATION TO FIRE HOUSES
 46.38     F     ALAMEDA CO  KME-911
158.85    P      ALAMEDA CO HOUSING PROJECT SECURITY
155.25    P      ALAMEDA CO SHERIFF CH # 1          EAST YELLOW
154.65    P      ALAMEDA CO SHERIFF CH # 2 BACK-UP WEST BLACK
154.92    P      ALAMEDA CO SHERIFF CH # 3 CLEMARS
155.13    P      ALAMEDA CO SHERIFF CH # 4 TAC 1         PURPLE
154.71    P      ALAMEDA CO SHERIFF CH # 5 CLEERS 3  IN:155,67
453.75    P      ALAMEDA CO SHERIFF CH # 6 PRISON TRANS ORANGE
155.07    P      ALAMEDA CO SHERIFF CH # 7 CLEERS NET 2 GREEN
155,685   P      ALAMEDA CO SHERIFF COURT HOUSE
489,1375  P      ALAMEDA CO SHERIFF DISTRICT ATTORNEYS FREMONT
 39,46    P      ALAMEDA CO SHERIFF MUTUAL AID USE  KDP-335
489,0625    L   ALAMEDA CITY   PUBLIC WORKS
154,13     F    ALAMEDA CITY  CH # 1
488,5875  P      ALAMEDA CITY CH # 1
488,3375  P      ALAMEDA CITY CH # 2
155,61    P      ALAMEDA CITY OR PIEDMONT
158,775     L    ALBANY   PUBLIC WORKS
154,385    F     ALBANY  CH # 1
154,34     F     ALBANY  KG-3347
460,2     P      ALBANY CH # 1
460,175   P      ALBANY CH # 2 NET TO BERKELEY CH # 1
460,3     P      ALBANY CH # 3 NET TO RICHMOND CH # 1
460,375   P      ALBANY CH # 4 NET TO EL CERRITO CH # 1
453,525     L    BERKELEY   PUBLIC WORKS
158,94      L    BERKELEY   STREET DEPT
154,19     F     BERKELEY  CH # 1
460,175   P      BERKELEY CH # 1 NET TO ALBANY CH # 2
460,25    P      BERKELEY CH # 2 NET TO CONCORD CH # 2 'CM 14'
460,025   P      BERKELEY CH # 3 CLEMARS
460,05    P      BERKELEY CH # 4 INFORMATION
155,445   P      BERKELEY UNIV OF CALIF CAMPUS       IN:154,77
 46,56    P      BERKELEY UNIV OF CALIF CAMPUS  KFB-961
 42,34    P      C H P  AIRCRAFT  BLUE  STATEWIDE
154,905   P      C H P  HANDHELD EXTENDERS CH # 1
154,92    P      C H P  HANDHELD EXTENDERS CH # 2 CLEMARS
 42,34    P      C H P  MOBILES-42,18  BLUE      STATEWIDE CH 2
 42,12    P      C H P  MOBILES-42,20  GOLD   96-ALAMEDA CO  -N
 42,42    P      C H P  MOBILES-42,84  TAN    25-ALAMEDA CO  -S
 46,58      L    CASTRO VALLEY   SANITATION DIST
154,07     F     CASTRO VALLEY  CH # 1
154,145    F     DUBLIN  MURRIETA  KO-5711
 46,1      F     DUBLIN - SAN RAMON
 46,38     F     DUBLIN - SAN RAMON
453,775     L    EMERYVILLE   PUBLIC WORKS
154,07     F     EMERYVILLE  CH # 1
453,45    P      EMERYVILLE CH # 1
158,85    P      EMERYVILLE CH # 2 HOUSING PROJECT SECURITY
155,28        S  FREMONT    UNIFIED SCHOOL DISTRICT
 37,18      L    FREMONT   CH # 1 PUBLIC WORKS       KXF-720
 45,52      L    FREMONT   CH # 2 PUBLIC WORKS KBW 973
488,4125   F     FREMONT  CH # 1
489,0125   F     FREMONT  CH # 2
156,03    P      FREMONT CH # 1         BLUE
155,07    P      FREMONT CH # 2 CLEERS GREEN NET 2   IN:159,03
 39,06    P      FREMONT HANDHELDS 2 WATTS ?
151,745   P      FREMONT OHLONE COLLEGE
483,1375  P      FREMONT PROPOSED  KNA-610   KB-2411
483,0375  P      FREMONT PROPOSED  KNA-611   KB-2412
482,6375  P      FREMONT PROPOSED  KNA-612   KB-2413
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158.895     L  HAYWARD   & UNION CITY PUBLIC WORKS
453.45      L  HAYWARD
154.07     F   HAYWARD  CH # 1
460.6      F   HAYWARD  CH # 2                YELLOW
154.89    P    HAYWARD CH # 1                 PINK
155.07    P    HAYWARD CH # 2 CLEERS NET 2 GREEN   IN:159.03
483.1125  P    HAYWARD PROPOSED  KNA-605   KB-2406
482.4875  P    HAYWARD PROPOSED  KNA-606   KB-2407
482.6375  P    HAYWARD PROPOSED  KNA-607   KB-2408
153.905     L  LIVERMORE   PUBLIC WORKS
154.235    F   LIVERMORE  CH # 1
154.07     F   LIVERMORE  CH # 2
 46.18     F   LIVERMORE  KDU-876
154.175    F   LIVERMORE  KH-9694
154.845   P    LIVERMORE CH # 1
154.92    P    LIVERMORE CH # 2  CLEMARS
155.07    P    LIVERMORE CH # 3  CLEERS NET 2 GREEN IN:159.03
 45.52      L  NEWARK   CH # 1 PUBLIC WORKS KFM 352  KQ-7681
 37.18      L  NEWARK   CH # 2 PUBLIC WORKS KFM-352  KQ-7681
484.1875    L  NEWARK   UNIFIED SCHOOL DIST
488.6125   F   NEWARK  CH # 1   KZM-690   KX-2548
453.4     P    NEWARK CH # 1    KFT-572
482.6375  P    NEWARK PROPOSED  KNA-602   KB-2403
482.3625  P    NEWARK PROPOSED  KNA-603   KB-2404
458.75    P    NEWARK REPEATER INPUT  ALAMEDA CO SHERIFF # 6
 33.04       S OAKLAND    KSQ-512  KAISER AMBULANCE
453.9       L  OAKLAND   PORT OF OAKLAND & AIRPORT
483.2125    L  OAKLAND   PROPOSED  KNO-786
483.3125    L  OAKLAND   PROPOSED  KNO-787   KB-3599
153.785     L  OAKLAND   PUBLIC WORKS
453.35      L  OAKLAND   STREET DEPT 'STREET RANGERS ?'
154.355    F   OAKLAND  CH # 1
458.55     F   OAKLAND  MOBILES  KZ-6383
156.09    P    OAKLAND CH # 1 EAST & SOUTH
155.79    P    OAKLAND CH # 2 DOWNTOWN & NORTH
155.85    P    OAKLAND CH # 3 TACTICAL & DIGICOM
154.92    P    OAKLAND CH # 4 CLEMARS
159.21    P    OAKLAND CH # 5 DIGICOM
158.85    P    OAKLAND CH # 6 HOUSING PROJECT SECURITY
 37.4     P    OAKLAND KSL-859
154.725   P    OAKLAND MOBILES  KN-9283
155.37    P    OAKLAND MOBILES  KN-9283
458.275   P    OAKLAND MOBILES  KT-6517
158.73    P    OAKLAND NET TO PIEDMONT CH # 1
 46.58      L  PIEDMONT   SANITATION DIST
154.07     F   PIEDMONT  CH # 1
453.45    P    PIEDMONT CH # 1
155.61    P    PIEDMONT CH # 2
158.865     L  PLEASANTON   PUBLIC WORKS
154.235    F   PLEASANTON  CH # 1
155.58    P    PLEASANTON CH # 1
155.805   P    PLEASANTON CH # 2
 46.58      L  SAN LEANDRO   SANITATION DIST
154.07     F   SAN LEANDRO  CH # 1
154.8     P    SAN LEANDRO CH # 1              GREY
154.965   P    SAN LEANDRO CH # 2              BROWN
155.07    P    SAN LEANDRO CH # 3 CLEERS NET 2 GRN IN:159.03
155.655   P    SAN LEANDRO MOBILES        KM-5447
155.535   P    SAN LEANDRO STATE MOBILES  KM-5447
154.07     F   SAN LORENZO  CH # 1
 33.92     F   SAN LORENZO  CH # 2
 46.48     F   SAN LORENZO  MT EDEN  KME-900
453.625     L  UNION CITY    KGP-738
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158.895    L  UNION CITY   & HAYWARD PUBLIC WORKS
488.6625   F  UNION CITY  CH # 1
488.4125   F  UNION CITY  CH # 2
482.3625   P  UNION CITY CH # 1  ?KNA-604? ?KB-2405?
482.6375   P  UNION CITY CH # 2  KNA-608   KB-2409
482.6625   P  UNION CITY CH # 5  KNA-609   KB-2410
482.9375   P  UNION CITY CH # 6  KNA-601   KB-2402
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"Network Name: (North) Zone"
by Gregory C. Currivan

As with the "tip of the iceberg" the name does not truly describe what may lay below. (*1)

From the snow covered reaches of Mammoth Mountain, to the shores of Humboldt Bay and the heart of the Mother Lode to the high desert of Modoc County, the United States Forest Service's Northern California Fire Dispatcher's Network (North Zone) amounts to one of the largest non-microwave fixed radio systems to come to the notice of this author.

For the purposes of fire resource management, California is divided into two zones. North Zone, headquartered in Redding, serves the area north of the northern boundary of the Los Padres National Forest (NF) in Monterey County on the west and the north boundary of the Sierra NF, at the Merced River, on the east. (*5)

To efficiently manage the zone, a zone wide radio network has been established. Twelve fire dispatchers, three weather bureaus, an avalanche office, a ski resort, an air tanker base along with the Sacramento Headquarters of the California Department of Forestry (CDF), have the ability to talk to the Zone Dispatcher in Redding and with each other in an intercom type radio system with each station monitoring all transmissions on the network. (*2)

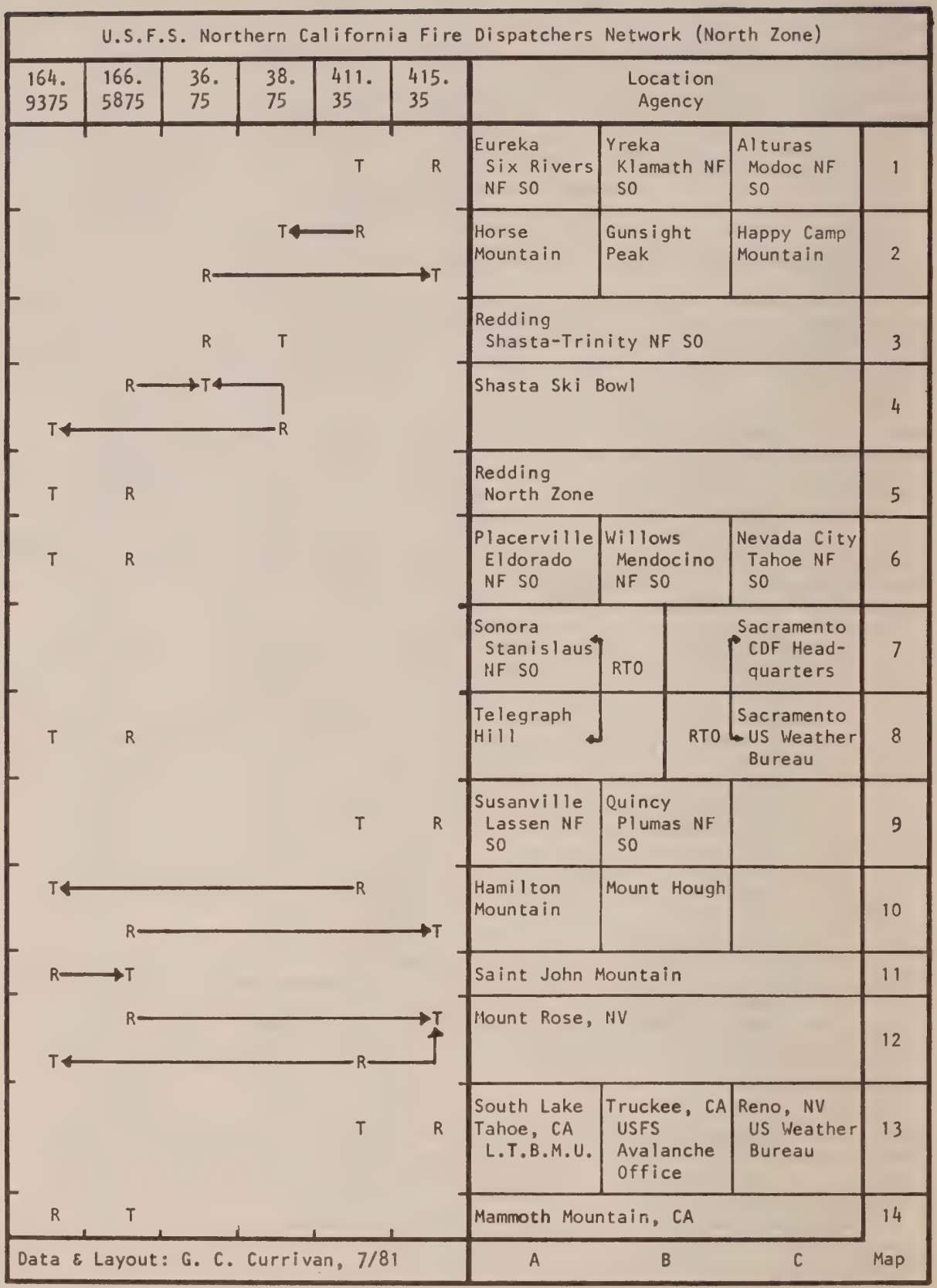
Technically this system is composed of several building blocks:

1. VHF high band repeater at Saint John Mountain, Glenn County. Serves line of sight points in Sacramento Valley.
2. VHF low band repeater at Shasta Ski Bowl, Shasta County. All low band elements use 203.5 Hz for CTCSS protection. Serves northern tier of Forests, the Six Rivers, Klamath and the Modoc. This repeater also feeds a high band control station with an antenna directed toward the Saint John Mountain repeater.
3. Mountain top cross band repeaters, either UHF - low band in the northern tier or UHF - high band in the eastern Sierra areas serving the Lassen and Plumas National Forests.
4. UHF repeater at Mount Rose, Nevada, with high band control station similiar to paragraph 2 above. Serves South Lake Tahoe, Truckee and Reno. (*3)
5. Control stations on VHF low band, VHF high band and UHF.

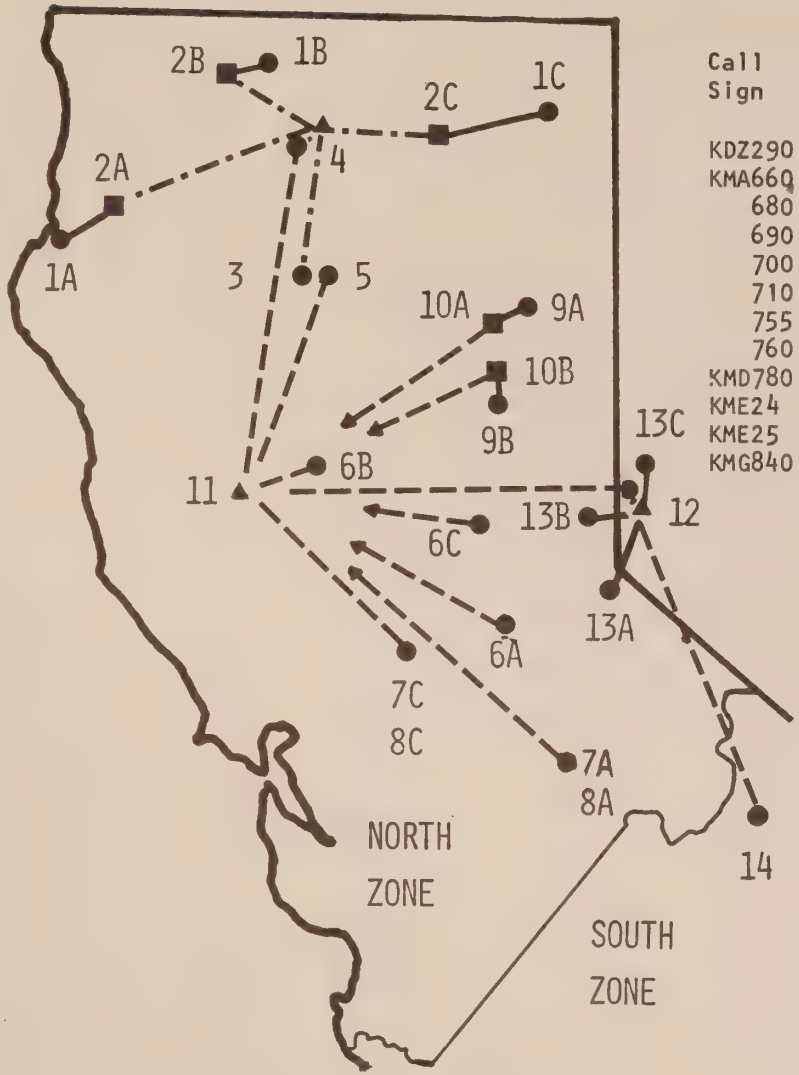
This network, surprisingly, is used winter and summer. During fire season the Zone Dispatcher maintains the current status of all resources whether it be aircraft, specialized manpower or equipment. The fire statistics for the last 24 hours are collected and later broadcasted over this system. Even information on fires outside California can be heard. All this is done for the purpose of keeping all personnel informed of the fire conditions prevailing and the resources available to combat these fires. (*4)

In order for local fire managers to properly staff each forest with the proper compliment of manpower, fire behavior based upon local weather conditions must be known. Twice a day the dispatchers on each forest collect weather data from key locations. This information is summarized by the dispatcher and passed on to the Weather Bureau serving that individual forest. Fire Weather Forecasts are prepared by Weather Bureaus at Redding, Sacramento and Reno, Nevada.

Winter finds this network collecting snow conditions from the several Forests that have winter sport activities. Data so collected is used by the Forest Service's Avalanche Office in Truckee and the Weather Bureau in Reno, Nevada. The Avalanche Office supplies predictions on the likelyhood of avalanche activity for the resort areas in the Sierras. The Weather Bureau thus is able to provide customized information for each resort area using this radio network.


U.S.F.S. Northern California Fire Dispatchers Network (North Zone)
164. 9375
166. 5875
36. 75
38. 75
411. 35
415. 35
Location Agency
Eureka Six Rivers NF SO
Yreka Klamath NF SO
Alturas Modoc NF SO
1
Horse Mountain
Gunsight Peak
Happy Camp Mountain
2
Redding Shasta-Trinity NF SO
3
Shasta Ski Bowl
4
Redding North Zone
5
Placerville Eldorado NF SO
Willows Mendocino NF SO
Nevada City Tahoe NF SO
6
Sonora Stanislaus NF SO
RTO
Sacramento CDF Headquarters
7
Telegraph Hill
RTO
Sacramento US Weather Bureau
8
Susanville Lassen NF SO
Quincy Plumas NF SO
9
Hamilton Mountain
Mount Hough
10
Saint John Mountain
11
Mount Rose, NV
12
South Lake Tahoe, CA L.T.B.M.U.
Truckee, CA USFS Avalanche Office
Reno, NV US Weather Bureau
13
Mammoth Mountain, CA
14
Data & Layout: G. C. Currivan, 7/81
A
B
C
Map

U.S.F.S. Northern California Fire Dispatcher Network (North Zone)



Call Sign	Map	Location	Agency
KDZ290	8C	Sacramento	U.S. Weather Bureau
KMA660	6A	Placerville	Eldorado National Forest
680	1B	Yreka	Klamath National Forest
690	9A	Susanville	Lassen National Forest
700	1C	Alturas	Modoc National Forest
710	6B	Willows	Mendocino National Forest
755	1A	Eureka	Six Rivers National Forest
760	6C	Nevada City	Tahoe National Forest
KMD780	9B	Quincy	Plumas National Forest
KME24	7A	Sonora	Stanislaus National Forest
KME25	3	Redding	Shasta-Trinity National Forest
KMG840	5	Redding Airport	North Zone

- Path, Low Band (36-38 mHz)
- Path, High Band (164-166 mHz)
- Path, U.H.F. (411-415 mHz)
- Control Station (LB, HB or UHF)
- Repeater, In Band (LB-LB, HB-HB or UHF-UHF)
- Repeater, Cross Band (LB-UHF or HB-UHF)

* Foot notes: (to material on page 45)

1. See L.T.B.M.U. - California's Phantom Forest, BAY SCAN, January 1981, page 2; RCMA Newsletter, May 1981, page 68.
2. The attached map and chart detail the major, but not all, locationson this system. USWB Reno does not monitor. They are signalled by a single burst tone decoder that alerts the staff to answer the radio. The Mammoth Mountain station is used in winter only and can only work with the other stations associated with the Mount Rose repeater, the L.T.B.M.U., Truckee and Reno.
3. At Mount Rose, the high band control station antenna is pointed south to provide maximum gain toward Mammoth Mountain. An antenna side lobe and a good line of sight path provide for excellent service to Saint John Mountain.
4. Resourcefully personnel on the CDF's Headquarters staff have found monitoring "North Zone" at nights and weekends, as a good one stop source of information on current fire activities.
5. See associated article, Background on Wildfire Suppression Support in California.

Background on Wildfire Suppression Support in California

When a fire breaks out on a National Forest, Forest Service fire engines and fire crews nearest the scene are dispatched for initial attack. Initial attack usually involves a direct hit on the head and the flanks by fire engines and by air dropped retardent. If a fire escapes initial attack, crews are called in from other parts of the forest and from other forests or the Califoria Department of Forestry (CDF) and local firefighting agencies if needed.

The Forest Service in California has established North Zone and South Zone firefighting headquarters at Redding and Riverside, respectively. Each Zone headquarters directs mobilization of firefighters between Forests within the Zone. If fire spreads beyond their ability to control, firefighters can be called in from adjacent States and from all parts of the Nation.

Each Zone maintains a fire cache stocked to outfit 6,000 firefighters with everything they need while fighting a fire. The inventory includes trucks, vans, trailers, sleeping bags, rations and more. In the North Zone, for example, there are nine vans each equipped with supplies for 500 people. Five vans are kept out in the field so they can reach anywhere in the northern part of the State within three hours.

Ironically, on May 11, 1981, while I was preparing this article, a Forest Service airplane, with a full load of fuel on board, took off from the Redding airport on a routine trip. On take off the airplane developed engine trouble and the pilot's attempt to return to the airport failed with the crash of the airplane into the Forest Service's own Northern California Service Center warehouse. The crash resulted in the deaths of the four veteran Forest Service employees on board the airplane. The fire started by the crash destroyed the entire fully stocked fire cache in the warehouse and associated communication center.

For more information you are invited to write for:"Fire Management on the National Forests in California" (1979), at U.S.F.S., Office of Information, 630 Sansome Street, San Francisco, California 94111.

GREGORY C. CURRIVAN, 7/81

From FRED (NM-005): Last update on 453.00. This is the Hotline point to point radio system linking Inyo Co. S.O., Bishop CHP, Bishop PD, and both Mono Co. Sheriff Offices.
A correction to 2/82 column ref. Eastern Sierra Fire Depts.:
154.43 is used by Bishop FD, Mammoth FD, Bridgeport FD, Lee Vining FD.

Desert Hot Springs Police Dept.; no confirmation on their freq. yet. Eric (CA-LA-045) related it may have been using 155.55. Per the new Police Call Volume 9, Desert Hot springs received a license on 155.745 with a call sign of WQV954 for local govt. PD?

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George Hoggatt, 17473 E. 16th Drive, Aurora, CO 80011.

No column this issue

PUBLIC SAFETY - EAST

Send Public Safety and Special Emergency frequencies, radio system details and questions for New England, New York, New Jersey, Maryland, Delaware, Virginia, West Virginia, the Carolinas, Florida, and Georgia to:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

New England

Boston Area Ambulance Frequencies

The Department of Health and Hospitals Emergency Medical Services is the primary emergency ambulance provider within the city of Boston. The department runs 10 BIS (EMTA) ambulances and two ALS (paramedic) ambulances. Paramedic medical control is conducted from the Boston City Hospital. Frequency breakdown is as follows:

462.975	Tac-ten	Primary Dispatch Repeater (sometimes alternates w/tac-nine*)
462.950	Tac-nine	Backup Dispatch and Tactical Control*
463.075	Med-four	Statewide Calling Channel -Base Frequency
468.075	Med-four	Statewide Calling Channel -Mobile Frequency
463.175	Med-eight	ALS Medical Control Repeater --Also 155.280 and 155.340, read below--

CALL	PRIMARY RESPONSE AREA
Ambulance One	(A1)-Downtown Boston, Charlestown
Ambulance Two	(A2)-Roxbury, Back Bay
Ambulance Three	(A3)-Mattapan, Dorchester
Ambulance Four	(A4)-South End, Back Bay, Roxbury
Ambulance Five	(A5)-Hyde Park, Roslindale, Jamaica Plain
Ambulance Six	(A6)-South Boston
Ambulance Seven	(A7)-East Boston
Ambulance Eleven	(A11)-Dorchester
Ambulance Thirteen	(A13)-Roslindale, West Roxbury
Ambulance Fourteen	(A14)-Brighton

Paramedic One	-Responds in areas of A1, A2, A4, A6, A7, part of A11
Paramedic Two	-Responds in areas of A3, A5, A13, A14, part of A11

Both the long ("Ambulance One") and short ("A1") are used in communications. Any unit can be sent to a call anywhere in the city if necessary. In addition, several of the private ambulance firms listed below can, in needed, provide backup ambulances if a city unit is not within a reasonable distance from a particular event. The companies are contacted by phone and they then dispatch one of their own units over their own frequency. Most of the ambulances are able to contact Boston Operations on either 155.280 or 155.340. These frequencies are primarily used for ambulance-hospital communications, but Boston, as regional coordinator, also uses these frequencies to contact private ambulances.

*Note--Operations on tac-nine and tac-ten recently has been quite varied and the reason for this is quite interesting. Now I don't know all the details, and some of my information my be wrong, but I believe that Action Ambulance of Medford (?) requested permission from the F.C.C. to use tac-nine as their primary operations channel and the F.C.C. gave approval. Now, Boston C-Med became upset over this as they were the only ones in the area operating on the channel and they consequently switched their main operations from Tac-ten to Tac-nine to overpower and disrupt (again this is hearsay)

Action Ambulance as the F.C.C. refused to rescind their grant to Action as the freqs. were designed for use by any ambulance related firm. Also, some of the information may be slightly outdated. I'll update it next time if I can.

Ambulance Companies with backup agreements are designated by ¢.
Ambulance Companies equipped with 155.340 radios are designated by $.
Ambulance Companies equipped with 155.280 radios are designated by #.

Company	Frequency	Data	Call Sign
Action Ambulance	461.225	#	KKP537
Action Ambulance	462.950		see note
American Ambulance	47.460	#	KLG550
Armstron Ambulance	47.460		
Bay State Ambulance	155.205		KNE489
Brewster Ambulance	155.175	#$¢	
Bristol County Ambulance	155.220	$	KCE501
Caggianos Ambulance	463.675	#$¢	KZC921
Cataldo Ambulance	47.500		
Chaulk Ambulance	47.660		KCI493
Corcoran Ambulance	155.175		
Fallons Ambulance	160.710		KCD279
General Ambulance	155.175		KUB895
Lexington Ambulance	155.160		KTD369
Mass Bay Ambulance	155.220		
Metro Ambulance	155.385	$¢	
Metropolitan Ambulance	47.620		KQY727
Nordstron Ambulance	155.265		
Norfolk-Bristol County Amb.	155.265		KYL627
Patriot Ambulance	155.355		WZX710
P.F. Poor Ambulance	155.175	#$¢	
Professional Ambulance	47.540		KRB376
Reardon Ambulance	47.620		KSO606
Shore Ambulance	46.040	#	KXX302
Somerville Ambulance	155.160		KUF952
Stavis Ambulance	45.960	¢	KLG584
Volunteer Ambulance Squads			
Boston Ambulance Squad	155.295	#$¢	
Boston Community Ambulance	461.400	$¢	

(note: if anyone can supply us with info as to the exact area of coverage of each company it would be appreciated.)

Note: Many frequencies are also used by hospitals as security channels.

New York

From Carl (NY-117): Nassau County Fire Departments

Radio Signals:

02-Arrived at Scene
07-Release Men
08-Still Alarm
09-Rescue Call
10-Working Fire
11-Call by Land Line
12-Fire under Control
13-Return to Headquarters
14-Police to Scene
15-Request Radio Check
17-Out of Service
18-Back in Service
21-Responding to Alarm
23-Acknowledgement
24-Routine Marshal's Investigation
25-Immediate Marshal's Investigation
26-Refreshments

Radio Channels:

46.100 -Countywide Dispatch and Tone Channel
46.120 -Battalions 5, 8, 9 Fireground Channel
46.200 -Southwest Battalions 2, 3 Fireground Channel
46.220 -Fire Comm and Mobile Cha-nel
46.320 -Battalions 1. 6, 7

Dispatch Letters:

"N" -Dispatched by Fire Comm
"NB" -Dispatched by North Bellmore
"W" -Dispatched by Wantagh
"LB" -Dispatched by Long Beach
"H" -Dispatched by Hampstead
"GC" -Dispatched by Glen Cove

Numbering System:

-Three Digit I.D. Number-

1st Digit is the Battalion
2nd Digit is the Station
3rd Digit is the Truck
4th Digit is the Chief

Nassau County has nine battalions and 71 departments. Half of them are dispatched by Fire Comm (KEG-254).

Nassau County Fire Station Identification List:

110	-KVF582-	Bellrose Terrace Distrct	610	-KEC697-	East Meadow District
120	-KEE323-	Floral Park	620	-KEB914-	Levittown Fire Dist.
140			630	-KEB965-	Massapaqua Fire Dist.
170	-KED405-	New Hyde Park ("N")	640		("N")
200	-KEB486-	Baldwin Fire District	650	-KED747-	North Bellmore Dist.
220	-KBL515-	Island Park ("LB")	660	-KEH415-	North Massapaqua ("N")
230	-KBJ970-	Long Beach ("N")	670	-KEC961-	North Merrick ("NB")
240	-KED554-	Oceanside	690	-KEC859-	Wantagh District
250	-KEJ695-	Point Lookout/Lido Dist.	700	-KEB681-	Elmont Dist. ("NB")
300	-KEC960-	Hewlett Bay Fire District	710	-KEC563-	Franklin Sq.-Mumsun*
320	-KEG312-	Lawrence-Cedarhurst	720	-KTP545-	Hempstead
340	-KEC352-	Valley Stream ("N")	730	-KED847-	Roosevelt Fire Dist.*
350			740	-KEU924-	So. Hempstead ("H")
400	-KED622-	East Rockaway	750	-KED396-	Uniondale ("N")
410			760	-KED761-	West Hempstead Dist.*
420	-KEE209-	Lynbrook	820	-KEE204-	Alert Engine-Great Neck
430A	-KED266-	Malverne	830	-KEC829-	Great Neck Estates*
440	-KBB354-	Rockville Centre	850	-KDB416-	Port Washington
510	-KEB866-	East Norwich VFD #1 ("N")	860	-KGN521-	Williston Park ("N")
520	-KED283-	Glen Cove	900	-KED745-	Bethpage Fire Dist.
540	-KED865-	Locust Valley Fire Dist.	910	-KEH987-	Carle Place H&L #1 *
550	-KMB273-	Atlantic Steamer Fire Co.	930	-KED347-	Hicksville
560	-KEC910-	Rescue H.&L. Roslyn Hiland	940	-KEG540-	Jericho Fire Dist.
570	-KEE610-	Sea Cliff ("GC")	950	-KEE716-	Plainview
580	-KED586-	Syosset Fire District	960	-KDP449-	Westbury Fire Dist.
590	-KEG292-	Roslyn Hiland-Roslyn Hgts.	970	-KAV466-	S. Farmingdale Dist.*
600	-KEB868-	Bellmore Fire District ("NB")	(*=also has "N")		

New Jersey

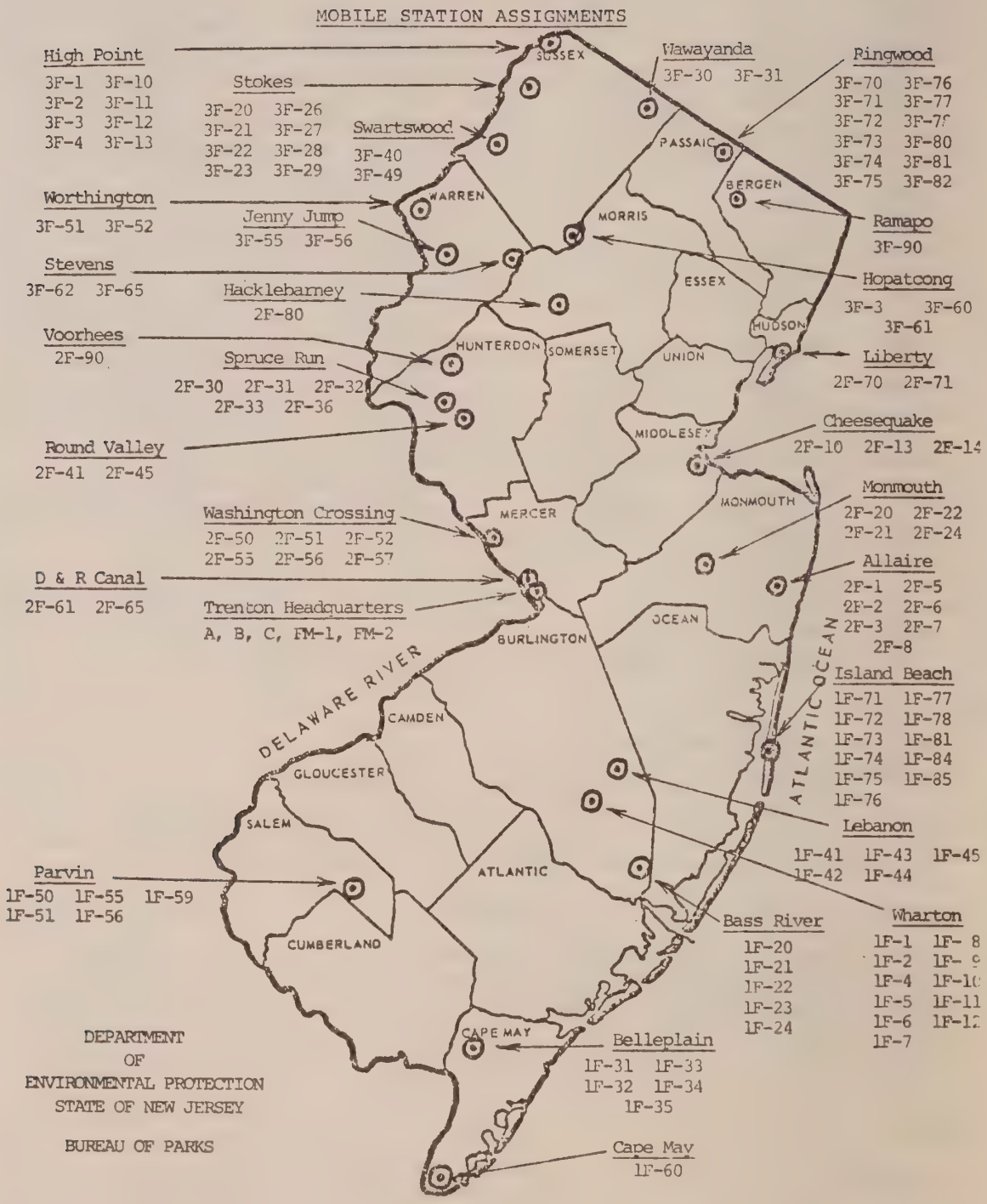
VI. Division of Parks and Forestry
Bureau of Parks

The following call signs will be used for routine transmissions amongst Bureau personnel. The term "Parks" must precede the call sign on all other interagency transmissions for a more positive identification.

Call Sign	Location	Person	Vehicle License No.
Mobile Alpha (A)	Trenton Hdqts.	Guidotti	SGW-381
Mobile Bravo (B)	Trenton Hdqts.	Waters	SGW-424
Mobile Charlie (C)	Trenton Hdqts.	Potdevin	SGW-449
Mobile Echo (E))	Trenton Hdqts.	White	SGP-182
Mobile FM-1	Trenton Hdqts.	Caruso	SGS-823
Mobile FM-2	Trenton Hdqts.	MacQuaide	SGW-620

Section 1 (Southern N.J.)

Call Sign	Location
Mobile 1-F-1	Wharton
Mobile 1-F-2	Wharton


MOBILE STATION ASSIGNMENTS
High Point
3F-1 3F-10
3F-2 3F-11
3F-3 3F-12
3F-4 3F-13
Stokes
3F-20 3F-26
3F-21 3F-27
3F-22 3F-28
3F-23 3F-29
Swartswood
3F-40
3F-49
Worthington
3F-51 3F-52
Jenny Jump
3F-55 3F-56
Stevens
3F-62 3F-65
Hacklebarney
2F-80
Voorhees
2F-90
Spruce Run
2F-30 2F-31 2F-32
2F-33 2F-36
Round Valley
2F-41 2F-45
Washington Crossing
2F-50 2F-51 2F-52
2F-53 2F-56 2F-57
D & R Canal
2F-61 2F-65
Trenton Headquarters
A, B, C, FM-1, FM-2
Parvin
1F-50 1F-55 1F-59
1F-51 1F-56
DEPARTMENT
OF
ENVIRONMENTAL PROTECTION
STATE OF NEW JERSEY
BUREAU OF PARKS
Wawayanda
3F-30 3F-31
Ringwood
3F-70 3F-76
3F-71 3F-77
3F-72 3F-78
3F-73 3F-80
3F-74 3F-81
3F-75 3F-82
Ramapo
3F-90
Hopatcong
3F-3 3F-60
3F-61
Liberty
2F-70 2F-71
Cheesequake
2F-10 2F-13 2F-14
Monmouth
2F-20 2F-22
2F-21 2F-24
Allaire
2F-1 2F-5
2F-2 2F-6
2F-3 2F-7
2F-8
Island Beach
1F-71 1F-77
1F-72 1F-78
1F-73 1F-81
1F-74 1F-84
1F-75 1F-85
1F-76
Lebanon
1F-41 1F-43 1F-45
1F-42 1F-44
Wharton
1F-1 1F- 8
1F-2 1F- 9
1F-4 1F-10
1F-5 1F-11
1F-6 1F-12
1F-7
Bass River
1F-20
1F-21
1F-22
1F-23
1F-24
Belleplain
1F-31 1F-33
1F-32 1F-34
1F-35
Cape May
1F-60
SUSSEX
WARREN
MORRIS
PASSAIC
BERGEN
ESSEX
HUDSON
HUNTERDON
SOMERSET
UNION
MIDDLESEX
MERCER
MONMOUTH
OCEAN
BURLINGTON
CAMDEN
GLOUCESTER
SALEM
ATLANTIC
CUMBERLAND
CAPE MAY
DELAWARE RIVER
ATLANTIC OCEAN

Mobile 1-F-4	Wharton
Mobile 1-F-5	Wharton
Mobile 1-F-6	Wharton
Mobile 1-F-7	Wharton
Mobile 1-F-8	Wharton
Mobile 1-F-9	Wharton
Mobile 1-F-10	Wharton
Mobile 1-F-11	Wharton
Mobile 1-F-12	Wharton
Mobile 1-F-20	Bass River
Mobile 1-F-21	Bass River
Mobile 1-F-22	Bass River
Mobile 1-F-23	Bass River
Mobile 1-F-24	Bass River
Mobile 1-F-30	Belleplain
Mobile 1-F-31	Belleplain
Mobile 1-F-32	Belleplain
Mobile 1-F-33	Belleplain
Mobile 1-F-34	Belleplain
Mobile 1-F-35	Belleplain
Mobile 1-F-40	Lebanon
Mobile 1-F-41	Lebanon
Mobile 1-F-42	Lebanon
Mobile 1-F-43	Lebanon
Mobile 1-F-44	Lebanon
Mobile 1-F-45	Lebanon
Mobile 1-F-50	Parvin
Mobile 1-F-51	Parvin

VI. Division of Parks and Forestry
Bureau of Parks (continued)

Section 1 (Southern N.J.)

Call Sign	Location
Mobile 1-F-55	Parvin
Mobile 1-F-56	Parvin
Mobile 1-F-59	Parvin
Mobile 1-F-60	Cape May
Mobile 1-F-70	Island Beach
Mobile 1-F-71	Island Beach
Mobile 1-F-72	Island Beach
Mobile 1-F-73	Island Beach
Mobile 1-F-74	Island Beach
Mobile 1-F-75	Island Beach
Mobile 1-F-76	Island Beach
Mobile 1-F-77	Island Beach
Mobile 1-F-78	Island Beach
Mobile 1-F-81	Island Beach
Mobile 1-F-84	Island Beach
Mobile 1-F-85	Island Beach

Section 2 (Central N.J.)

Call Sign	Location
Mobile 2-F-1	Allaire
Mobile 2-F-2	Allaire
Mobile 2-F-3	Allaire
Mobile 2-F-5	Allaire
Mobile 2-F-6	Allaire
Mobile 2-F-7	Allaire
Mobile 2-F-8	Allaire
Mobile 2-F-10	Cheesequake
Mobile 2-F-11	Cheesequake
Mobile 2-F-12	Cheesequake
Mobile 2-F-13	Cheesequake
Mobile 2-F-14	Cheesequake
Mobile 2-F-20	Monmouth
Mobile 2-F-21	Monmouth
Mobile 2-F-22	Monmouth
Mobile 2-F-24	Monmouth
Mobile 2-F-30	Spruce Run
Mobile 2-F-31	Spruce Run
Mobile 2-F-32	Spruce Run
Mobile 2-F-33	Spruce Run
Mobile 2-F-36	Spruce Run
Mobile 2-F-41	Round Valley
Mobile 2-F-45	Round Valley
Mobile 2-F-50	Washington Crossing
Mobile 2-F-51	Washington Crossing

VI. Division of Parks and Forestry
Bureau of Parks (continued)

Section 2 (Central N.J.)

Call Sign	Location
Mobile 2-F-52	Washington Crossing
Mobile 2-F-55	Washington Crossing
Mobile 2-F-56	Washington Crossing
Mobile 2-F-57	Washington Crossing
Mobile 2-F-61	D&R Canal
Mobile 2-F-65	D&R Canal
Mobile 2-F-70	Liberty
Mobile 2-F-71	Liberty
Mobile 2-F-80	Hacklebarney
Mobile 2-F-90	Voorhees

Section 3 (Northern N.J.)

Call Sign	Location
Mobile 3-F-1	High Point
Mobile 3-F-2	High Point
Mobile 3-F-3	High Point
Mobile 3-F-4	High Point
Mobile 3-F-10	High Point
Mobile 3-F-11	High Point
Mobile 3-F-12	High Point
Mobile 3-F-13	High Point
Mobile 3-F-20	Stokes
Mobile 3-F-21	Stokes
Mobile 3-F-22	Stokes
Mobile 3-F-23	Stokes
Mobile 3-F-26	Stokes
Mobile 3-F-27	Stokes
Mobile 3-F-28	Stokes
Mobile 3-F-29	Stokes
Mobile 3-F-30	Wawayanda
Mobile 3-F-31	Wawayanda
Mobile 3-F-40	Swartswood
Mobile 3-F-49	Swartswood
Mobile 3-F-51	Worthington
Mobile 3-F-52	Worthington
Mobile 3-F-52	Worthington

Mobile 3-F-55	Jenny Jump	Mobile 3-F-61	Hopatcong
Mobile 3-F-56	Jenny Jump	Mobile 3-F-62	Stevens
Mobile 3-F-3	Hopatcong	Mobile 3-F-65	Stevens
Mobile 3-F-60	Hopatcong		

Pennsylvania-Ohio

PHILADELPHIA FIRE DEPARTMENT
APPARATUS LOCATIONS and RADIO CALL NUMBERS

ENGINE	ENGINE LOCATION	LADDER	CHIEF	RESCUE	OTHER APPARATUS
1	711 S. Broad	*5			LW-1 (Light Wagon)
2	2nd & York E202	3	6		
3	Washington & Moyamensing E103				
4	1528 Sansom				
5	43 & Market	*6	11		
6	Aramingo & Huntingdon E106	16		8	
7	Castor & Kensington	10	10	2m	CHEMICAL 3, ENG 107 (Foam)
*8	4 & Arch	*2	4		F-100 (Communications van)
9	Germantown & Carpenter	21		10m	
10	12 & Reed	11	1		
11	6 & South E111			21	DL-1 (Giant Deluge unit)
12	4445 Main E112				GF-2 (Grass Fire Fighter unit)
13	16 & Parrish	1			
14	Foulkrod & Darrah	15			LW-3 (Light Wagon)
15	Race & Delaware River (Marine unit)				MA-15 (Launch)
16	Belmont & Viola L116				
18	Ashton, N. of Grant (NE Airport) SEE E76				
19	Chelten & Baynton	8	9		CHEMICAL 2, ENG 119 (Foam)
20	10 & Cherry	23		1m	
22	Academy & Comly E122	31		20	CAR 2 in storage
23	Allegheny & Delaware River (Marine unit)				MA-23 (Launch)
24	20 & Federal			14	
25	Boudinot & Hart Lane				
27	19 & Oxford		3	13	
28	Belgrade & Ontario E128				RESERVE FIRE FORCE
29	4 & Girard L129	7		15	
30	Germantown & Venango E130		8	4m	
32	Passyunk & Schuylkill River (Marine Unit)				MA-32 (Launch)
33	Richmond & Kirkbride E133				
34	28 & Thompson E134				
35	Ridge & Midvale	25		16m	
36	7818 Frankford	20		17	
37	101 W. Highland E137				
38	State & Longshore E138				
39	Ridge & Cinnaminson	30		5	
40	65 & Woodland	4			
41	61 & Thompson	24			
*43	21 & Market L143 R143M	9	5	7m	
44	3420 Haverford				
45	26 & York	14			
46	Frankford & Linden		13		GF-3 (Grass Fire Fighter unit)
47	3035 Grays Ferry L147	32	DC 1		
49	13 & Shunk			11m	
50	Park & Cambria	12			
51	York Road & Champlost E151		2	18	
52	Jackson & VanKirk E152				F-200 (Communications van)
53	4 & Snyder E153	27			
54	63 & Lancaster				
55	Front & Luzerne E155	*22			
56	Rhawn & Verree E156				
57	56 & Chestnut				
58	Byberry & Worthington 158				

(*=Medical Intensive Care Unit)

ENGINE	LOCATION	LADDER	CHIEF	RESCUE	OTHER APPARATUS
59	Hunting Park & Schuyler	*18	DC 2		
60	24 & Ritner	19			CHEMICAL 1, ENG 160 (Foam)
61	Rising Sun & Somerville				
62	Bustleton & Bowler	34		6m	
63	12 & Oak Lane E163	17			
64	Rising Sun & Benner				
65	54 & Haverford			9m	
66	Ridge & Shawmont E166				
68	50 & Baltimore	13	7	3	
69	82 & Tinicum E169	26		19m	GF-1 (Grass Fire Fighter unit)
70	Foulkrod & Langdon		DC 3		
71	Cottman & Loretto L171	28	12	12	
*72	1127 W Louden	29			LW-2 (Light Wagon)
73	76 & Ogontz E173				
76	Ashton, N of Grant (NE Airport Crash Unit) SEE E18				
77	Industrial Highway (Phila. International Airport Crash Unit)				
78	Island & Enterprise (Phila. International Airport Crash Unit)				

* Indicates snorkel or squrt

CAR 1 Commissioner
CAR 2 open number
CAR 3 open number
CAR 4 Administrative Officer (Dep. Chief)
CAR 5 open number
CAR 6 open number
AD 1 Administrative Director
AD 3 Building Coordinator
AD 4 Building Coordinator
AD 5 Mail Truck
AD 8 Police Communications van (R2 or R3)
AD 9 Counseling unit
AD 10 Delivery Truck
AD 11 Stake Body Truck
AD 12 Gate Lift Truck
AD 13 Mail Truck
AD 14 Building Coordinator van
AD 15 Building Coordinator van
OE 1 to OE 10 Office of Emergency Preparedness
FC 1 open number
FC 2 Chief Dispatcher
FC 3 to FC 5 Fire Communications use
FM 1 Chief Fire Marshal (Dep. Chief)
FM 2 Deputy Fire Marshal (Batt. Chief)
FM 3 Command Fire Marshal (Capt.)
FM 10 Fire Marshal Lieut. back-up
FM 11 to FM 19 District Ass't Fire Marshals (Lieuts.)
FM 20 Fire Marshal's Office use
FM 21 to FM 24 Platoon Ass't Fire Marshals (FM 21 van)
FM 25 Fire Marshal's Office use
F 100 Communications van (ENG 8)
F 200 Communications van (ENG 52)
M 4 City Managing Director
M 11 City Safety Director
PN 1 Fire Prevention Director (Batt. Chief)
PN 2 Fire Prevention (Capt.)
PN 3 to PN 5 Fire Prevention units
RS 1 Research & Planning Comm. Officer
RS 2 open number
RS 3 Research & Planning Safety Officer
RS 4 Research & Planning Emergency Medical Officer (Lieut.)
RS 5 Research & Planning Apparatus Officer (Capt.)
RS 6 to RS 10 Research & Planning use
TA 1 Fire College (Dep. Chief)
TA 2 Fire College (Batt. Chief)
TA 3 to TA 5 Fire College use
VC 1 Photographer
VC 2 Back-up Photographer
X 1 to X 10 Temporary Radio Call Nos.
80 Radio Shop (Delaware & Snyder)
80x Radio Shop (Base Stations)
81 to 89 Radio Repair Trucks
500 City Communications van
502 Public Property Communications Chief
594 Second Alarmers (On Public
595 Second Alarmers Property Radio)

100 Series Apparatus - Reserve (Equipped)
200 Series Apparatus - Reserve (Unequipped)
300 Series Apparatus - Inactive Reserve

rev. 3/80

Maryland, Delaware, Virginia, West Virginia

More from Eric (MD-047):

Montgomery County Police Department

The County Police utilize a 13 channel system which is made up of 8 frequencies. Channels 1-5 are each assigned to a particular substation with the vehicles broadcasting of 497.xxx or 498.xxx which is repeated on the base freq. If the cars desire to conduct short range car to car communications they may switch to the base frequency which is not repeated system-wide, and has only about a one mile range (channels 9-13). Channels 6-8 are simplex and no base station broadcasts on those channels. They are used interchangeably for lengthly car to car transmissions and surveillence. (Channel 8 is slated to become a digital data frequency in the future) The following is the County Police system:

F1: Rockville District.....494.712
F2: Bethesda District.....494.862
F3: Silver Spring District.....494.912
F4: Wheaton-Glenmont District.....495.312
F5: Germantown District.....495.337
F6: Countywide - Detectives.....495.362
F7: Countywide - Car to Car.....495.387
F8: Countywide - Digital Data.....495.412
F9: Rockville Simplex - car to car.....494.712
F10: Bethesda Simplex - car to car.....494.862
F11: Silver Spring Simplex - car to car.....494.912
F12: Wheaton-Glenmont Simplex - car to car....495.312
F13: Germantown Simplex - car to car.....495.337

In addition to the basic system, the county has the capability of operating on the D.C. Metro intersystem (453.550), and uses two VHF frequencies which were retained after the changeover to UHF:
154.710 - Vice Squad Detectives
155.520 - Sheriff's Office

The remaining pages indicate the extensive code system employed by the county police, and the numbering system used.

Countywide Unit Numbering

1	Chief
2	Deputy Chief
3	Deputy Chief
4-6	Bur. Cdr. (Maj.)
7-9	Dep. Bur. Cdr.
10-14	Duty Cdr.
15	Cdr.:Commun. Div.
16	Cdr.:Op.Sup.Div.
17-19	Bur. Admin. Staff
20	H.Q. Admin.
21-24	Info. Svc. Div.
25-29	
30	Chief, R'ville City
31	Op.Cdr,R'ville City
32-33	Duty Cdr,R'ville City
34	Rel.Super, R'ville C.
35-39	Admin., R'ville City

District	No.	Sectors
Rockville	1	A,B
(Rockville City)	--	C
Bethesda	2	D,E (F)
Silver Spring	3	G,H (I)
Wheaton-Glenmont	4	J,K (L)
Germantown	5	M,N (O)

District Unit Numbering (X=Dist#)

X00	District Cdr.
X01	Dep. District Cdr.
X02	Operations Lieut.
X03-4	Sector Cdr.
X05-9	District Admin. Personnel
X20-39	Station & Tac Teams
X50-65	Traffic Units
X66-9	School Safety
X70-90	C.I.D.

40 S.A.O. Liason
41-43 Res.&Plan Div.
44-45
46 Legal Advisor
47-50
51-53 Central Prop. Div.
54-58 Abandoned Auto Div.
59
60-61 FBI: Sil. Sp.
62 Fire Marshall
63-65
66-69
70-79 Off. Int. Affairs
80 S.A.O.
81-89
90-94
95 M.E. (R'ville/Beth)
96 M.E. (S.Sp./Wh-Glen)
97-99 Medics Service

[Y=Shift (1-7); Z=Dist. Ltr. (A-O)]

Y/Z/1-9 Primary Beat Unit
Y/Z/10 Shift Supervisor
Y/Z/1-9/1 Beat Back up Units
Y/Z/S/1-9 Sector Back up Units

Rockville City Units

Beat C1 = County Unit Y/A/3
Beat C2 = County Unit Y/A/2
Beat C3 = County Unit Y/B/3
Beat C4 = County Unit Y/B/4

"9" Units: Countywide (9__10...)

A Acad.Staff, Appl. Inv.(10)
B Prop. Div. (15)
C Crime Preven. (20)
D G'burg P.D. (9)
E10 Chemist
E11 Chem Tests-Alcohol
F I.D. Division (6)
G Gen. Ass. Div. (19)
K Canine (9)
L Sheriff Office (20)
M Chevy Chase P.D. (5)
N Narcotics (10)
P Persons Div. (20)
R Commn.Rel. (5)
S School Safety (5)
T Tac. Div. (8)
U Tel.Report Unit (10)
V Vice Div. (5)
Y Youth Div. (15)

Montgomery County, Maryland

Montgomery County Fire Department

The County Fire Department operates on a five channel simplex system (channel 4 being a sharred frequency with local government and thus only in use during the evenings). The County has recently introductd a "modat" system, whereby the fire/rescue units no longer give verbal status, but rather push a button in the vehicle which signals the dispatcher that they have received the call, have arrived on the scene, are available, etc. Dispatching and fire scene communications are still conducted by oral communications. The system is as follows:

F1: Fireground.....153.950
F2: Dispatch.....154.160
F3: Mutual Aid.....154.280
F4: Alternate Fireground.....155.100
EMS: Hospital/Ambulance cummunications.....155.340

Below are the locations of the fire department companies scattered throughout the county:

Fire Department Companies

Co. 1: Silver Spring.....8200 Georgia Avenue
Co. 2: Takoma Park.....7300 Carroll Avenue
Co. 3: Rockville.....300 Hungerford Drive (Rt.355)
Co. 4: Sandy Spring.....800 Old Sandy Spring Road
Co. 5: Kensington.....10600 Connecticut Avenue
Co. 6: Bethesda.....6500 Wisconsin Avenue
Co. 7: Chevy Chase.....8000 Connecticut Avenue
Co. 8: Gaithersburg.....100 East Diamond Avenue
Co. 9: Hyattstown.....25800 Frederick Road (Rt.355)
Co.10: Cabin John.....7900 MacArthur Boulevard
Co.11: Glen Echo.....5900 Massachussetts Avenue
Co.12: Hillandale.....10000 New Hampshire Avenue (Rt.650)
Co.13: Damascas.....26300 Ridge Road
Co.14: Bealsville.....Bealsville Road/Darnestown Road
Co.15: Burtonsville.....3600 Spencerville Road
Co.16: Indian Spring.....100 University Boulevard West
Co.17: Laytonsville.....21400 Laytonsville Road
Co.18: Glenmont.....12200 Georgia Avenue
Co.19: Silver Spring.....1800 Seminary Road
Co.20: Bethesda.....9000 Old Georgetown Road
Co.21: Rockville.....12600 Viers Mill Road
Co.23: Rockville.....12200 Rockville Pike (Rt.355)
Co.24: Colesville.....13100 New Hampshire Avenue (Rt.650)
Co.25: Aspen Hill.....14111 Georgia Avenue
Co.26: Bethesda.....6700 Democracy Road
Co.27: Darnestown.....10600 Darnestown Road (Training Acad.)
Co.28: Mill Creek.....7200 Muncaster Mill Road
Co.29: Gaithersburg.....18100 Montgomery Village Avenue
Co.30: Potomac.....9300 Falls Road
Co.31: Rockville.....10000 Darnestown Road (Rt.28)
Co.32: Bethesda.....8900 Rockville Pike (Navy Medical Ctr.)
Co.33: Rockville.....11400 Falls Road
Co.40: Olney.....16900 Georgia Avenue

Montgomery County Local Government

There is very minimal useage of car radios in the county outside of the police and fire departments. The following represents the extent of active frequencies:

Maryland National Capital Park and Planning Commission (MNCPPC)
MNCPPC Park Police - F1: Dispatch...151.280
F2: Alternate..151.340

County Department of Transportation
Highway Dept. - North.....453.400
Highway Dept. - South.....453.950
Highway Constr., Parking Enforce.....150.995
County Transit Buses.....452.775

County Board of Education: Security.....155.805
E.P.A. / Humane Society / (Fire Dept.).....155.100

From Joe (MD-015):

Here are the frequencies used during the crash of the Air Florida #90 jetliner from National Airport in Washington:

154.130 Arlington County Fire channel #1
154.265 Northern Virginia Fire Mutual Aid (Command)
154.280 Fire Mutual Aid
460.275 D.C. Police SOD (Harbor Police)
165.500 Airport Fire

166.925 U.S Park Police -Dispatch
167.075 U.S.Park Police -Command Post channel #3
155.865 Arlington Fire Channel #2
157.075 Coast Guard
123.050 Helicopters to Washington Hospital

Carolinas, Florida, Georgia

From: RCMA Miami Group;
Florida State Govt Freq's

CH	RPTR	BASE	MOBILE	USE
Alcholic Beverage & Tobacco				
1		45.100	45.100	Primary
2		45.260	45.260	
		45.060		InterDepartmental
Dept of Law Enforcement (FDLE)				
1		45.460	45.460	Primary
2			45.380	Tactical
		45.060	45.060	InterDepartmental
		460.150	460.150	
		460.250	460.250	
		460.350	460.350	
Div of Forestry				
1			159.330	Mob to Mob
2		159.330	159.270	Dispatch
3		159.300	159.300	Command
Game & Freshwater Fish Comm				
1		151.385	151.160	Primary
2		151.310	151.310	Base Link
		172.275		Link to US Park Service
Highway Patrol (FHP)				
1		45.060	45.060	Dispatch
2		44.900	44.900	
3		45.300	45.300	
1	154.665	154.665	155.505	Dispatch
2	154.680	154.680	155.445	Dispatch
3	154.695	154.695	155.460	Dispatch
4			154.920	Car to Car
		155.370		Intercity Network
Turnpike-Highway Patrol (FHP)				
		155.370		Intercity Network
1	453.575	453.575	458.575	Dispatch
2	453.625	453.625	458.625	Dispatch
3	453.675	453.675	458.675	Service
4	453.725	453.725	458.725	Service
			458.625	Radar Traps(Simplex)
Offender Rehabilitation				
1		45.160	45.160	
2		45.420	45.420	
Marine Patrol (FMP)				
1		44.960	44.960	Dispatch
2		45.000	45.000	
3		45.060	45.060	InterDepartmental

Chris (SC-012)has requested the following information: the frequencies, ten codes, offensive codes and I.D.F. codes for the towns of Charlestn, N. Charlston, Goose Creek, Summerville, Holly Hill, Moncks Corner, St. Stephens, Andrews, Bonnean and Kingstree. The same for the counties of Williamsburg, Dorchester, Georgetown and especially Charleston and Berkeley. Also the frequencies and codes for the fire departments for the same communities and counties. Any information on the South Carolina Law Enforcement Division would also be appreciated by Chris and all the members I'm sure as we haven't received much at all from South Carolina of late.

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Oklahoma, and Texas:
Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Illinois, Indiana, Wisconsin, and Michigan:
John Arendt, 327 Boulder Hill Pass, Oswego, Illinois 60543. No column this issue

Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, South Dakota:
EDITOR WANTED!

Welcome to the June edition of this column. My mailbox is rather full this month, so I'm not going to chit chat as I have a lot to share with you this month and little room to do it in. So let's get right to it.

At press time there is a possibility that a Houston and/or Southeast Texas area Chapter of the RCMA will be formed. If you are in the Houston or Southeast Texas area and are interested in joining such a chapter or having such a chapter formed, contact Ed Lentz, TX-45, 1211 Vince, Pasadena, TX 77506. He and another member are tentatively talking of forming a chapter, if enough interest is shown. So show your support of the RCMA by helping form another chapter!!

It appears that my typewriter was a bit naughty and made a few mistakes in the past. (You didn't expect me to take the blame, did you?) Thanks to all who took the time to write and correct me on a couple of things. So let's get these errors taken care of now.

The first one is an error of a previous correction! Refer to the Oct., '81 issue wherein the Houston Airport PD frequency for the Intercontinental Airport is "corrected". It is indeed the frequency 488.6375. The frequency for the Hobby Airport PD (& security) is similar-- 488.6625. That is why the confusion plus a slip of the ole typing fingers. Once again the airport frequencies are:

Intercontinental Airport 488.6375 Rptr & 154.755 simplex } PD & Security

Hobby Airport 488.6625 Rptr & 153.800 simplex } PD & Security

(From PHIL, TX-97 and from ED, TX-45. Thanks!)

Refering to the Dallas FD article in both the March and April, 1982 issues, as submitted by the RCMA/DFW Chapter, a non-member has reported the following corrections to the text---

---On the "*" footnote in the text, ch. 4, 154.160 is used simplex in all fire equipment hand held units. In the MICU's hand held units the channel is duplexed only.

---At this time the digital printer process described is not in operation in all stations. At this time only Stations 7, 11, and 35 are printer equipped on an trail basis. The printer does not "answer back" the digital transmission.

---Further more the frequency 952.300 is indeed in operation, used as a microwave tie-together.

---Unit 984 is not called to all working fires, only to suspicious fires and to burn casualties.

---Unit 811 (photographer) will not respond on 2nd alarm day-time alarms.

---Units 801--804 will start responding on the third alarm.

Batallion Chiefs only respond on calls concerning:

- people pinned in auto - (accidents)
- water in buildings
- people trapped in elevators
- calls needing a CO_2 gas detector

---The A-wagons are now called "booster pumpers"--dispatched as "Booster 22", for example.

(All the above thanks to Scott Stookey of Dallas, a potential RCMA member who read the Dallas FD article in the newsletter and called me long distance to inform me of the new material.)

Moving along to new material, we have some up-dates to older articles. NEWS FLASH!! As of March 4, 1982, the city of Austin, TX Police Dept is on UHF. The change took place with no phase-in period. The change over was to coincide with the move into the new police administration building and also with the implementation of the "911" telephone hot line. At press time the UHF channelization looks like this:

AUSTIN PD UHF CHANNELS

Ch 1	460.400	R	"City-wide"
Ch 2	460.100	R	Adam sector patrol dispatch
Ch 3	460.450	R	Baker sector " "
Ch 4	460.325	R	Charlie-North " "
Ch 5	460.175	R	Charlie-South " "
Ch 6	460.275	R	David sector " "
Ch 7	460.025	R	Car-to-car
Ch 8	460.500	R	Computer Info ch (wants/warrants, registration checks)

(see Sept., '81 issue for further details on sector descriptions.) The VHF-high band channels are now inactive. It is felt that minor changes to the UHF channel plan may occur as time goes on, so these may not be definite. The radios are equipped with automatic vehicle identification and also automatic vehicle location telemetry to give the dispatcher immediate unit location and ID, without voice verification. The last two features are to facilitate the "panic button" function, which can summon aid at the press of a button without need for voice directions/identification. This feature is also available on the hand held units. Further details and a follow up report are coming up in the near future. (From MIKE, TX-111, DAVE, TX-32, and TERRY, TX-95. Thanks a million, fellas. This is all very interesting! Could I possibly persuade any of you to instigate the formation of a Central Texas RCMA Chapter?)

On the subject of DPS unit numbering scheme, a further in-sight into the matter has been provided to this column by GARY, TX-94, with some info from DPS Region 2A. DPS Region 2A uses numbers in the 2100's and 9200's instead of the normal pattern of 2100's and 2300's, as exists in other DPS Regions (see previous DPS articles). The Region does use numbers 2301 thru 2314 for their Sergeants but regular patrol units are 9200's and 2100's. (Editor's note: It is indeed a break in their normal pattern of unit number assignments. It is quite possible that some 2300's might be confused with some other area agency's unit numbers and therefore are not used.?) Gary notes that in the Harris Co. area, the DPS refers to and uses another channel when skip ("tropo" or a band opening) is severe. It is called channel 8. (Editor's note: At this time, pending further inquiry, I am withholding the frequency from publication, until I am satisfied that it is not a "sensitive" use frequency under normal conditions.) Gary does note the frequency is not in the current issue of POLICE CALL. (From GARY, TX-94. Thanks a lot, Gary. Continue to let us hear from you.)

From JOHN, MS-17: John once again reports to us with additions to his Dec., '81 report from the Central Mississippi area. John states that the Jackson, MS PD channels are numbered as follows:

F1	460.050	F5	460.250
F2	460.100	F6	460.300
F3	460.150	F7	460.350
F4	460.200	F8	460.400

He wishes to add the Greenville PD dispatch is on 155.430 and also notes that there is indeed a fire mutual aid frequency of 154.160 in the central Miss. area. The Miss. state frequencies John has sent are:

45.00 MS Game & Fish Dept.
47.14 MS Highway Dept.
47.26 MS Highway Dept.

John noted he received his new B/C-100. While playing around with it he found some Mississippi Highway Patrol activity on high band. John, it sounds like they might be getting ready to go high band on you. Let us know what you find out, would you?

The city of Houston FD has modified their unit numbers to a more simplified system. Instead of the old clumsy 200's for pumpers, 300's for ladders, 1100's for ambulances, the new system simply uses the name of the equipment plus the station number at which that piece of equipment is located. This conforms to what a number of other city FD's use for dispatching their apparatus. It makes it much easier to follow calls. For example, now it is Pumper 33, Ambulance 33, Rescue 20, etc. (From ED, TX-45)

From DAVID, LA-31: David sends us some info from the southwestern corner of the Bayou state.

Bogalusa, city of	39.64	B/M	KKD 368	Ch 1 PD dispatch
	39.50	B/M	KKD 368	Ch 2 (editor's note: looks like a statewide inter-agency)
	46.06	B/M	KDN 952	FD dispatch & fireground
	"	"	KIG 674/677	
	45.60	B/M	KYW 921	Bogalusa city Civil Defense
	39.50	B/M	KYW 921	" " " "
Bogalusa Medical Center	155.340	B	KYJ 264	Medical Center/Hosp.
Franklinton, city of	39.84	B/M	KMK 269	Franklinton PD dispatch
	46.06	B/M	KDS 674	Franklinton FD
Washington Parish (Co.)	155.925	B/M	KFN 691	Washington Parish Sheriff Office
	39.50	B?	call ?	" " SO inter-agency
Covington, city of	39.16	B/M	KYW 952	Covington PD dispatch
	39.72 /39.50	B/M	"	Covington PD co-ordination w/ the St. Tammany Parish SO
St. Tammany Parish	39.72	B/M	KLS 648	St. Tammany Parish SO (dispatch?)
	39.50	B/M	KLS 648	" " SO inter-agency

(editor's note: POLICE CALL shows St. Tammany Parish licensed for FD on 154.190, with a mutual aid frequency of 154.280 and two additional frequencies of 154.250 and 154.265. St. Tammany Parish law enforcement is licensed for 154.710-rptr (156.210 rptr input??) and an inter-agency frequency of 155.370. Also the Covington area FD are licensed for 33.48, 154.19, and 154.355. How about a report on the activity of these frequencies, especially the high band frequencies? Or are these future use allocations?)

David also sent some 10-codes and a complaint dispatch code as used by the St. Tammany Parish Sheriff Office. The complaint dispatch code is the same as that used by the New Orleans PD (see the August, '81 column). The 10-code used by St. Tammany Parish SO is a mixture of the Louisiana State Police 10-code and the New Orleans PD 10-code. Therefore, the St. Tammany Parish SO 10-code is re-printed within the column somewhere. Next month David will have the Washington Parish 10-code which is somewhat different from any of the other 10-codes mentioned.

And now to round up this column for the month, we add one more 10-code list, graciously provided by MIKE, AL-16. This code list is the one used by the Alabama State Troopers and by most all police and sheriff's departments throughout Alabama state. Thanks Mike for providing us with this info.

(From David, LA-31):

ST. TAMMANY PARISH, LA SHERIFF OFFICE
RADIO 10-CODES

10-10 Out of service subject to call
10-11 Dispatching too fast
10-12 Officer or vistor present
10-14 Convoy or escort
10-15 Have prisoner in custody
10-16 Pick-up prisoner at ____
10-17 Pick-up papers/package at ___
10-18 Complete assignment ASAP
10-23 Stand by until channel clears
10-24 Emergency at this station (all units return)
10-26 Obtain data on ____
10-27 Any answer at our number?
10-30 Does not conform to rules
10-34 Stand by for local dispatch
10-35 Confidential information
10-37 Give name of operator on duty
10-38 Station report satisfactory
10-39 Your message has been delivered
10-40 Is ___ available for radio call?
10-41 Call station on alternate freq
10-42 Officer ____is now at home
10-43 Have ___ call residence
10-44 ____ is calling your station
10-45 Give name of officer in charge
10-46 Advise if available for phone call
10-47 Officer is available
10-48 Officer is not available
10-49 Pick-up passenger at ____
10-50 No traffic for you
10-51 Message for delivery by phone
10-52 Message for written summary
10-53 Any traffic for this station?
10-54 Clear teletype
10-55 Message for delivery in your stn area
10-56 Teletype busy
10-57 Teletype out of service
10-58 Teletype in service
10-59 Tape following for repeat dispatch
10-60 Give next message number
10-61 Stand by for teletype message
10-62 Unable to copy on radio--use teletype
10-63 Net in use
10-64 Net clear
10-65 Clear for message or assignment
10-66 Clear for cancellation
10-67 All stations re-dispatch the following...
10-68 Repeat dispatch
10-69 Have you dispatched ____
10-70 Net message for all stations
10-71 Proceed with traffic
10-75 Stand by for severe weather statement
10-76 Give daily traffic
10-77 Give mileage your unit
10-78 Send ambulance
10-79 Send wrecker
10-81 Officer ____ will be at your station
10-83 Have ___ call this station by phone
10-86 Advise your phone number
10-87 Give your call sign
10-88 Advise phone number of officer ____
10-89 Request teletype service this station
10-92 Your quality is poor
10-93 Your quality is good
10-94 Call this station by teletype
10-95 Advise phone call your station
10-96 Give test count
10-97 Arrived at scene
10-98 Finished with last assignment
10-99 Unable to receive your signals

RESPONSE CODES:

Code 1 Routine call
Code 2 Assignment of urgent nature
Code 3 Emergency call
Code 4 Under control--no further units needed

DISPOSITION ABBREV.

G.O.A.--Gone on arrival
UNF--Unfounded
R.T.F.--Report to follow
NAT--Necessary action taken
Dupe--Duplicate
Void--Void

From MIKE, AL-16:

ALABAMA STATE POLICE 10-CODE
ALABAMA CRIMINAL JUSTICE INFORMATION CENTER

CODE	INTERPRETATION
00	Given as "double zero". Officer needs all possible assistance.
10-0	Use caution. Details not known.
10-1	Unable to copy - change location.
10-2	Signal good.
10-3	Stop transmitting.
10-4	Acknowledgment (OK).
10-5	Relay. (J1 - Personnel; J2 - Property; J3 - Prisoner; J4 - Papers).
10-6	Busy - unless urgent.
10-7	Out of service. Not subject to call.
10-8	In service.
10-9	Repeat.
10-10	Out of service. Subject to call.
10-11	Remain in service.
10-12	Stand by (Stop). Remain alert for further details.
10-13	Weather and road conditions.
10-14	Correct time.
10-15	Have in possession: (J1 - Personnel; J2 - Property; J3 - Prisoner; J4 - Papers).
10-16	Pick up: (J1 - Personnel; J2 - Property; J3 - Prisoner; J4 - Papers).
10-17	Urgent. Rush present detail.
10-18	Any traffic for this unit or station?
10-19	No traffic for your unit or station.
10-20	Location?
10-21	Call . . . by telephone.
10-22	Report in person to . . .
10-23	Arrived at scene.
10-24	Assignment completed.
10-25	Disregard last information or assignment.
10-26	Detaining person or vehicle. Expedite.
10-27	Drivers license information.
10-28	Vehicle registration information.
10-29	Check for wanted.
10-30	Illegal use of radio.
10-31	Hit and run. (J1 - Personnel; J2 - Property)
10-32	Man with gun.
10-33	EMERGENCY. Maximum priority. All units and stations not involved - maintain radio silence.
10-34	Tower lights.
10-35	Major crime alert.
10-36	Urgent. Use light and siren.
10-37	Urgent. Silent run.
10-38	Investigate suspicious vehicle. (J1 - Occupied; J2 - Unoccupied).
10-39	Stopping suspicious vehicle. Give all information before stopping.
10-40	Stolen vehicle.
10-41	Beginning tour of duty.
10-42	Ending tour of duty.
10-43	Complete present assignment quickly.
10-44	Permission to leave assigned patrol area.
10-45	Off day.
10-46	Assist motorist.
10-47	Emergency road repairs needed.
10-48	Need assistance. Not 00 or 10-33.
10-49	Traffic light out . . .
10-50	Accident. (F - Fatal; PI - Personal injury; PD - Property damage; S - State veh.).
10-51	Wrecker needed.
10-52	Ambulance needed.
10-53	Road blocked.
10-54	Livestock on highway. (J1 - Live stock; J2 - Carcass).
10-55	Intoxicated driver.
10-56	Intoxicated pedestrian.
10-57	Crime in progress.
10-58	Direct traffic.
10-59	Convoy or escort.
10-60	Attempt to contact.
10-61	Return to . . .
10-62	Reply to message.
10-63	Prepare to make written copy.
10-64	Message for local delivery.
10-65	Radio log number.
10-66	Message, dispatch, or assignment cancellation.
10-67	Prowler report.
10-68	Dispatch information.
10-69	Car to car clearance.
10-70	Fire alarm. (F - Forest; H - House; V - Vehicle).
10-71	Report progress on fire.
10-72	Meet complainant.
10-73	Supervisor needed.
10-74	Intoximeter operator needed.
10-75	Photographer needed.
10-76	Investigator needed.
10-77	Narcotics agent needed.
10-78	Notify coroner.
10-79	In contact with . . .
10-80	D.C.G. (Disaster Control Group) (Op. Con. 1; Op. Con. 2; Op. Con. 3).
10-81	Squad in vicinity.
10-82	Reserve lodging.
10-83	Cancel reservations.
10-84	En route.
10-85	Will be late.
10-86	Missing person.
10-87	E.T.A. (Estimated time of arrival).
10-88	Present telephone number of . . .
10-89	Dead person.
10-90	Bank alarm.
10-91	Unnecessary use of radio.
10-92	Murder.
10-93	Blockade. (Road block).
10-94	Drag racing.
10-95	Reckless driving.
10-96	Mental person.
10-97	Civil Disturbance; (A - Racial; B - Teenagers; C - Crowd gathering; D - Fighting).
10-98	Prison or jail break.
10-99	Records indicate wanted or stolen. (A - Felony; B - Misdemeanor).
10-100	Hot Pursuit.
10-100A	Attempting to out run patrol car.

And with that we must close down the column for another month. I am very sorry that we did not get room to give the East Texas Sheriff's Office systems provided by Gary, TX-94, as we had hoped. We will just have to wait till next month. In addition to Gary's report next month, we will begin an excellent detailed series of articles on the Arkansas state radio systems, provided by Russell, AR-3.

CODE 20 RADIO DIRECTORY™

- State/County Public Safety 2–Way Radio Systems
- Intersystem & Tactical State–Wide Networks
- National Disaster/Distress Frequencies
- State & National 10–Codes
- Radio Band Frequency List
- Monitoring & The Law
- Channel #s/System Uses
- State Troopers/Highway Patrol
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- Department of Motor Vehicles
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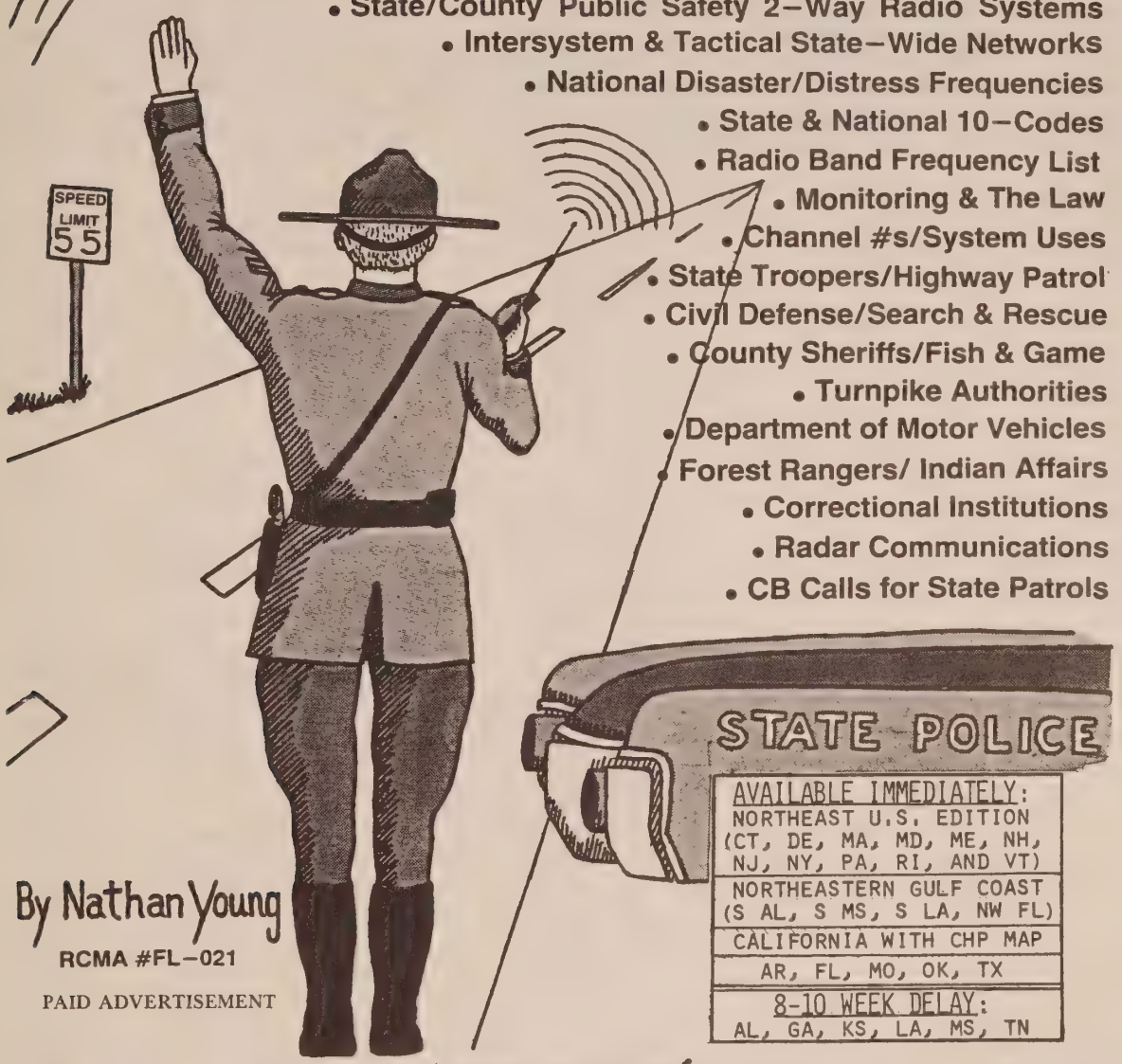
- Radar Communications
- CB Calls for State Patrols



By Nathan Young

RCMA #FL–021

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DEALER INQUIRIES ARE INVITED

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:
Gary L. Sturm, 48531 Denton Rd., Apt. 205, Belleville, MI 48111.

Summer greetings from your Railroads editors. This month we'll get right down to business. Previous editions of the Railroads Column have listed the various road frequencies used by AMTRAK when traversing their host railroads' trackage. In this issue we will list the actual AMTRAK frequencies used in various cities by their maintenance of way crews, police, car departments, etc. They are as follows:

Albany/Rensselaer NY	160.455/161.265	Maint. of Way
	161.280	Shops
Chicago IL	160.245	Police
	160.305	Commissary
	160.740	Shops
	161.265	Car Department
	161.325	Maint. of Way
Indianapolis IN	161.100	Shop 'Goat'
	160.545	Police
	452.900	Shops
Kalamazoo MI to Porter IN	161.325	Maint. of Way
Kansas City MO	161.175	Car Department
Los Angeles CA	161.055/161.475	Police
	452.900/457.900	Terminal Operations
Minneapolis/St. Paul MN	160.380	Car Department
New Orleans LA	161.055	Police
	160.440	NOUPT Joint Operations
Northeast Corridor	160.800	Conrail Road Chan. #1
	161.070	Conrail Road Chan. #2
	160.920/160.650	Future Road Channel
	160.515/160.635	M of Way & Signal Dept.
	161.295/160.365	Police: Base to Car
	161.205	Police: Car to Car
Grand Central Terminal NY	452.900	Commissary
Penn Station NY	161.325/160.275	Car Department
Sunnyside Yard NY	160.755/160.245	Car Department
St. Louis MO	160.755	Car Department
	161.265	Car Department
	452.900	Terminal Services
Syracuse NY	452.900	Car Department

The Ventura County Railway, located in Oxnard, Calif., is now using 161.355. The Public Safety column in the April issue of the newsletter listed 160.455, which they used previously.

San Diego Trolley is a new rail transit service in California, running 15.9 miles between downtown San Diego and the Mexican border at San Ysidro. 14 German-built articulated cars, the same type used in Edmonton and Calgary, are presently in service and 10 more are on order. The cars are powered by overhead catenary. Most of the route is over the tracks of the San Diego & Arizona Eastern Railway, which the city purchased from Southern Pacific.

When service began on July 26, 1981, the system was using two simplex radio channels. 160.665 was used for dispatching and 160.935 for security. More recently the system has been converted to a repeater operation, with the output on 160.665 and 160.935 being the input. Both dispatching and security now share the same channel. The trolley dispatcher also has a base station on the San Diego & Arizona

Eastern's frequency, 160.530, to coordinate freight movements.

The vacation season is upon us, so for those of you planning to visit the New England area this summer we'll print the radio frequencies for some of the railroads in that part of the country.

Boston & Maine

Systemwide	161.160	Ch 1 Disp to Train
	161.520	Ch 1 Train to Disp
	161.400	Ch 2 Road & Yard
	161.370	Maint. of Way
	161.250	Police
except Mechanicville NY	160.350/160.230	Car Departments
Boston MA-North Station	161.310	Commuter Trains
	161.250/160.230	Police
	160.440	Piggyback Site
	160.260	Commuter Car Dept.
Mechanicville NY	161.190/160.230	Car Department
North Billerica MA	160.440	Welded Rail Plant

Bangor & Aroostook

	160.440	Ch 1 Road
	160.920/160.230	Ch 2 North End Disp.
	160.740/160.320	Ch 3 South End Disp.
	160.680	Ch 4 Yard
	160.530	Wrecker

Additional data from the following areas is needed for publication:

Bessemer & Lake Erie	Conneaut OH.
Burlington Northern	Yard frequencies in Kansas City MO, Missoula MT, Seattle WA, Portland OR. Also PBX output & input frequencies & locations.
Canadian Pacific	Montreal & Toronto Yard frequencies.
Canadian National	Montreal & Toronto Yard frequencies.
Chessie System	Silver Grove KY yard channels.
Conrail	Collinwood Yard (Cleveland), Jeffersonville IN frequencies.
Durango & Silverton Narrow Gauge	New base & repeater frequencies.
Grand Trunk Western	Pontiac & Port Huron MI.
Illinois Central Gulf	East St. Louis IL & Memphis TN yard.
Louisville & Nashville	East St. Louis IL yard channels.
Richmond Fredericksburg & Potomac	Potomac Yard (Alexandria VA).
Tidewater Southern	Road & yard channels.

Mexican railroad frequencies and scanner laws.
Any new shortline information.
Any transit information.

We look forward to hearing from many of you answering our requests for information. Your help will make this column a success. In the next issue we will begin listing the Chicago area roads with their respective frequencies. So long until then.

ATTENTION RCMA COLUMN EDITORS!

ARE CHARTS, SCHEMATICS, ETC. PART OF YOUR COLUMN? WOULD THEY BE IF YOU HAD THE TIME OR TALENT TO PREPARE THEM? A MEMBER OF RCMA WITH DEMONSTRATED EXPERTISE IN THIS AREA HAS VOLUNTEERED TO ASSIST COLUMN EDITORS.

IF YOU ARE INTERESTED, PLEASE INDICATE WHEN NEXT YOU SEND IN A COLUMN. I WILL PROVIDE YOU WITH DETAILS.

MANAGING EDITOR

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014), 111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

Welcome again to another edition of the Space Communication column. It is really sort of strange to be typing another contribution to the RCMA newsletter and the first column has not made it to print yet. This month's space communication column will discuss general frequency ranges that the space comm enthusiast might find active. The frequency ranges given are in many cases not exclusively assigned to space communications. Other transmissions of non space origin may also be heard.

Some of the easiest space comms to be heard fall in the Amateur Satellite Service. The frequency ranges for authorized activity per FCC Part 97 are as follows:

7.000 - 7.100 Mhz.	144.0 - 146.0 Mhz.
14.000 - 14.250 Mhz.	435.0 - 438.0 Mhz.
21.000 - 21.450 Mhz.	24.0 - 24.05 Ghz.
28.000 - 29.700 Mhz.	

With WARC-79 a reality several new authorizations are soon to be available to radio amateurs. These are as follows:

18.068 - 18.168 Mhz.	also a new amateur band
24.890 - 24.990 Mhz.	also a new amateur band
10.450 - 10.500 Ghz.	
47.000 - 47.200 Ghz.	
75.500 - 76.000 Ghz.	
76.000 - 78.000 Ghz.	
116 - 126 Ghz.	
142 - 149 Ghz.	
241 - 250 Ghz.	

BASIC MICROWAVE BANDS

Over the years the electronic industry has developed different designations for ranges of microwave frequencies. These letter designations are used extensively when discussing radar equipment and microwave satellite frequencies. Although there are no international designations for these bands, industry uses these bands/ subband extensively and I will enclose them here for refernce purposes.

225 Mhz - 390 Mhz.	P-BAND
390 Mhz - 1.55 Ghz.	L-BAND
1.55 Ghz - 5.20 Ghz.	S-BAND
5.20 Ghz - 11.0 Ghz.	X-BAND
11 Ghz - 36 Ghz.	K-BAND
36 Ghz - 46 Ghz.	Q-BAND
46 Ghz - 56 Ghz.	V-BAND
56 Ghz - 100 Ghz.	W-BAND

MICROWAVE BANDS

The following are recognized subband designations of the primary microwave bands:

S-BAND		X-BAND		K-BAND	
Se	1.55 - 1.65	Xa	5.20 - 5.50	Kp	10.90 - 12.25
Sf	1.65 - 1.85	Xg	5.50 - 5.75	Ks	12.25 - 13.25
St	1.85 - 2.00	Xy*	5.75 - 6.20	Ke	13.25 - 14.25
Sc	2.00 - 2.40	Xd	6.20 - 6.25	Kc	14.25 - 15.35
Sq	2.40 - 2.60	Xb	6.25 - 6.90	Ku#	15.35 - 17.25
Sy	2.60 - 2.70	Xr	6.90 - 7.00	Kt	17.25 - 20.50
Sg	2.70 - 2.90	Xc	7.00 - 8.50	Kq#	20.50 - 24.50
Ss	2.90 - 3.10	Xl	8.50 - 9.00	Kr	24.50 - 26.50
Sa	3.10 - 3.40	Xs	9.00 - 9.60	Km	26.50 - 28.50
Sw	3.40 - 3.70	Xx	9.60 -10.00	Kn	28.50 - 30.70
Sh	3.70 - 3.90	Xf	10.00 -10.25	Kl	30.70 - 33.00
Sz	3.90 - 4.20	Xk	10.25 -10.90	Ka	33.00 - 36.00
Sd	4.20 - 5.20				

All the above frequencies are in GigaHertz.

L BAND		Q BAND	
Lp	390 - 465 Mhz.	Qa	36 - 38 Ghz.
Lc	465 - 510 Mhz.	Qb	38 - 40 Ghz.
Ll	510 - 725 Mhz.	Qc	40 - 42 Ghz.
Ly	725 - 780 Mhz.	Qd	42 - 44 Ghz.
Lt	780 - 900 Mhz.	Qe	44 - 46 Ghz.
Ls	900 - 950 Mhz.		
Lx	.950 - 1.15 Ghz.		
Lk	1.15 - 1.35 Ghz.		
Lf	1.35 - 1.45 Ghz.		
Lz	1.45 - 1.55 Ghz.		

Notes: # Ki Band includes Ku-Kq (15.35 - 24.50 GHz.)
* C Band Sz-Xy (3.9 to 6.2 Ghz.) Most TVRO types show the C Band to exist as 3.7-4.2 Ghz.

At this present time I do not have any subband breakdowns for the P/V/W bands if they exist . I also do not have band designations for frequencies above 100 Ghz.

Next month in Part 2 of our beginner satellite listner series, I will cover in greater detail satellite frequency allocations of the non amateur variety.

Phase III-B Delayed

AMSAT officials recently released via their HF international net that AMSAT Phase III-B will be delayed until late July or early August due to problems with the ECS-1 satellite platform. After launch of the MARECS-A spacecraft in December, 81,it was noted that Marecs had some equipment problems which did not surface till the satellite reached it's on orbit station over the Atlantic Ocean. Since the ECS-1 is basically the same space frame as the Marecs satellite ESA(European Space Agency) would like to delay the launch until modifications to ECS-1 spacecraft is completed. More details on Phase III-B will be forth coming as the launch date approaches.

Amateur Satellite Nets

For those members of the RCMA who are amateurs or have the capability to monitor HF frequencies and would like to monitor up-to-date information of amateur satellite activity; should tune in the following amateur radio AMSAT Nets.

Net Name	Day/Time(UTC)	Freq	NCS
AMSAT Espanol	Sunday 1900	14180	XE1TU
AMSAT International	Sunday 1900	14282	Several
AMSAT International	Sunday 1800	21280	Several
AMSAT European 20m	Saturday 1000	14280	PAØDLO
AMSAT UK 80m	Sunday 1000	3780	G3RWL
AMSAT Asia/Pacific	Sunday 1100	14305	JA1ANG
AMSAT South Pacific	Saturday 2200	28878	W6CG
AMSAT South Africa	Sunday 0900	14280	ZS1BI
SEASAT	Sunday 1300	7280	WB4ZXS
East Coast 75m	Wednesday 0200	3850	Several
Mid-America 75m	Wednesday 0300	3850	WØCY
West Coast 75m	Wednesday 0400	3850	W6CG
Australian AMSAT	Sunday 1000	3680	VK3ACR
New Zealand V.U.S.	Wednesday 0800	3850	ZL1BQ

VHF NETS

New York City 2m(SSB)	Wednesday 0300	144.400	K3JNZ/2
AMSAT Goddard	Wednesday 0200	146.835	Several*
Los Angeles 2m (SSB)	Wednesday 0400	145.775	W6CG+

* This Net is a simulcast on the Goddard FM Repeater W3ZM of the East Coast 75m Net. Repeater I/O is 146.235/.835 Mhz.

+ This Net is a simulcast of the West Coast 75m Net on SSB.

The above information is courtesy of AMSAT and ORBIT magazine #9 Jan/Feb 1982.

Well so much for this month. Next month I will continue our beginner satellite monitor series,late breaking news, and hopefully a comment or two from our RCMA members. See ya then.

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

EDITOR WANTED!

NEW MEMBERS LIST

AZ 044 BATEMAN, JAMES E;365 BIRCH BLVD;SEDONA, AZ 86336
CAAL041 PATTON, JIM;2007 CLINTON AVE APT D;ALAMEDA, CA 94501
CAAL042 WISE, ROBERT E;38771 BELL ST APT 15;FREMONT, CA 94536
CAAL043 DICKNISON, DENNIS;3523 GALINDO ST;OAKLAND, CA 94601
CAAL044 TUCKMAN, ROBERT;466 CRESCENT CT;OAKLAND, CA 94610
CACC020 PEOPLES, MRS JOE E;5949 ARLINGTON BLVD;RICHMOND, CA 94805
CACC021 THURMAN, HARRY;21 ELLIOTT DRIVE;PLEASANT HILL, CA 94523
CACC022 LAAKSO, JOSEPH;2696 JONES ROAD APT 2;WALNUT CREEK, CA 94596
CAKE016 BROWN, CARL E;3404 ROSEMARY LN;BAKERSFIELD, CA 93309
CALA489 SHAFF, STEPHEN D;1545 N HOBART BLVD NO 305;
LOS ANGELES, CA 90027
CALA490 SCHEVINS, RICHARD;8034 RANCHITO AVE;PANORAMA CITY, CA 91402
CALA491 TARIS, JOHN A;13527 MORRISON ST;SHERMAN OAKS, CA 91423
CAOR239 KURMAN, PHILLIP J* ADDRESS WITHHELD BY REQUEST
CAOR240 JONES, GREGORY M;22665 VIA TERCERO;MISSION VIEJO, CA 92691
CARI046 BLOCK, AAGE C;18-801 ROBERTS RD SP 49;
DESERT HOT SPRINGS, CA 92240
CASB051 KNIPE, HAROLD F;1809 N. 3RD AVE;UPLAND, CA 91786
CASB052 BYRD, WILLIAM;1209 S LILAC;RIALTO, CA 92376
CASC034 FIORELLA, RICHARD;335 EAST ST ΔF;MOUNTAIN VIEW, CA 94043
CASL006 PHIPPS, CLAY;P.O. BOX 261;OCEANO, CA 93445
CATU001 GREENE, SAM E;38846 ROAD 84;DINUBA, CA 93618
CT 063 MC COUBREY, JAMES F;P.O. BOX 175;WOODSTOCK, CT 06281
FL 151 CLUTE, H LANSING;2847 SE ST LUCIE BLVD;STUART, FL 33494
FL 152 MASSIMINO, JOHN L;5543 104TH WAY N;SEMINOLE, FL 33542
FL 153 MORRISON, D.T.;5022 HOMESTEAD RD;ORLANDO, FL 32808
FL 154 BLOOMFIELD, JAMES R;108 S 28TH LOT 6;TAMPA, FL 33605
GA 045 JENKINS, OLIVER D JR;7 SHADY LANE;GARDEN CITY, GA 31408
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IL 236 SMITH, DONALD R;493 E LAKE SHORE DR;BARRINGTON, IL 60010
IN 065 NARWOLD, DAVID E;9 SKYLINE DRIVE;GREENSBURG, IN 47240
MA 117 PILON, W.C./EXT SERVICE CO;1 HEMANS COURT;
WORCHESTER, MA 01605
MD 064 HARTUNG, JAMES C;601 ROWE DR;ABERDEEN, MD 21001
MD 065 PREBILIC, MICHAEL JR;8309 LANDO COURT;GAITHERSBURG, MD 20760
MD 066 WEIMEISTER, CLINTON G;4913 CATALPHA RD;BALTIMORE, MD 21214
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MI 117 BROOKS, KEITH;3209 LAMBROS ST;MIDLAND, MI 48640
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NY 211 BRADLEY, A;40-15C W MOSLTDU PKYS;BRONX, NY 10468
NY 212 LABIENTO, DANIEL;21-26 MENAHAN ST;RIDGEWOOD, NY 11385
NY 213 DOUGLAS, ALMA;R.D. 2, RIDGE RD;VESTAL, NY 13850
NY 214 SILVERMAN, WARREN M;57-15 224 ST;BAYSIDE, NY 11364
OH 132 FRANKEL, ROGER J.;527 LOWELL AVE;CINCINNATI, OH 45220
PA 166 CHEDDAR, DANIEL E;32 FRANCIS AVE;MORRISVILLE, PA 19067
PA 167 GURALL, ANDREW A;512 PENNSYLVANIA AVE;IRWIN, PA 15642
PA 168 ANDERSON, JAY;MORRIS RD + WILLOW LANE;AMBLER, PA 19002
SD 007 SCHROEDER, STEVE;BOX 71;MILLER, SD 57362
TX 118 RASCOE, PAUL;206 B E 34TH;AUSTIN, TX 78705
VA 067 PLANT, WILLIAM A;310 AVONDALE DR;STERLING, VA 22107
WA 038 SOHM, MICHAEL;129 W ALDER;WALLA WALLA, WA 99362
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SAN VICENTE BLVD
HAUSER BL
LA BREA AVE
MANSFIELD AVE
RIMPAU BLVD
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SAN MARINO ST
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RODEO RD
COLISEUM ST
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(2) CLOVERDALE AVE.
(3) BRONSON AVE.
(4) IROLO ST.
(5) 7th ST
(6) WESTCHESTER PLACE
(7) COUNTRY CLUB DRIVE
(8) OLYMPIC BLVD
(9) SIERRA BONITA AVE.
(10) LA CIENEGA AVE
(11) THURMAN AVE
(12) JEFFERSON BLVD
(13) LONGWOOD AVE.
(14) EDGEWOOD PLACE
LA BREA AVE

Notes

The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount. You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

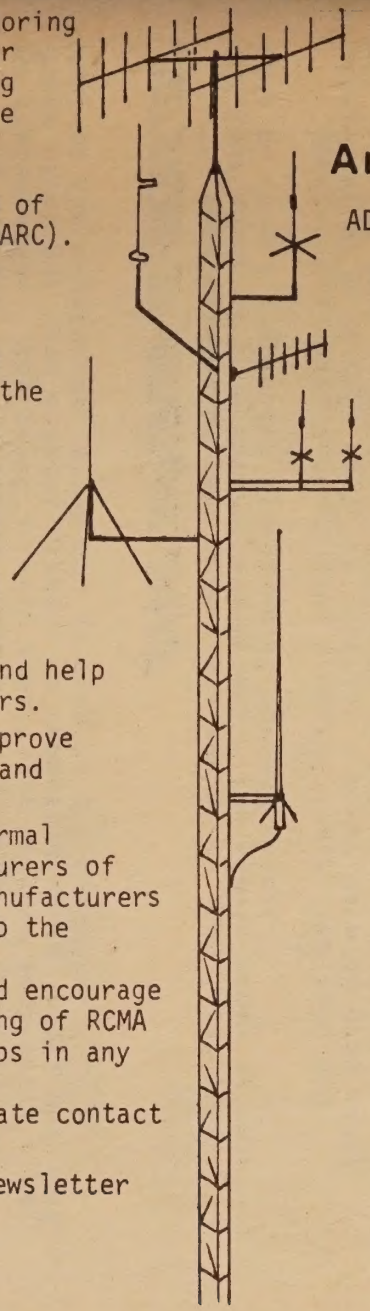
MATERIAL FOR EDITORS

Please send frequency reports and comments directly to the appropriate editor. Until we get the big data base system, the use of a central distribution P.O. Box for everything has lots of delays.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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